# Agenda
# City of Sacramento
# Planning Commission

**COMMISSION MEMBERS:**

*Anna Molander*
*Michael Mendez, MCP*
*Philip Harvey*
*Jameel Pugh*
*Joseph Contreraz, Vice-Chair*
*Michael Notestine*
*Rommel Declines*
*James Frayne*
*Joseph Yee, AIA, Chair*
*Panama Bartholomy*
*(Vacant)*

**CITY STAFF:**

*Tom Pace, Principal Planner*
*Sabina Gilbert, Senior Deputy City Attorney*

*New City Hall*
*915 I Street, 1st Floor – Council Chambers*

*February 10, 2011 – 5:30 P.M.*

*The City Planning Commission was created by the City Council. Its powers and duties include: to develop and maintain the General Plan; to make recommendations to the City Council on amendments to the General Plan and the City's zoning code and on zoning changes; to act upon applications for tentative subdivision maps, special permits and variances; and to make environmental determinations associated with these actions.*

## NOTICE TO THE PUBLIC

You are welcomed and encouraged to participate in this meeting. Public comment is taken (3 minutes maximum) on items listed on the agenda when they are called. Public Comment on items not listed on the agenda will be heard at the end of the meeting as noted on the agenda. Comments on controversial items may be limited and large groups are encouraged to select 3-5 speakers to represent the opinion of the group.

**Notice to Lobbyists**: When addressing the Commission you must identify yourself as a lobbyist and announce the client/business/organization you are representing (City Code 2.15.160).

**Speaker slips are located in the lobby of the hearing room and should be completed and submitted to the Commission Secretary.**

*Government Code 54950* (The Brown Act) requires that a brief description of each item to be transacted or discussed be posted at least 72 hours prior to a regular meeting. The City posts Agendas at City Hall as well as offsite meeting locations. The order of agenda items is for reference and may be taken in any order deemed appropriate by the legislative body. The agenda provides a general description and staff recommendations; however, the legislative body may take action other than what is recommended. Full staff reports are available for public review on the City's website and include all attachments and exhibits. Hard copies are available at the Community Development Department (10 cents per page). Live video streams and indexed archives of meetings are available via the internet. Visit http://sacramento.granicus.com/ViewPublisher.php?view_id=21.

Meeting facilities are accessible to persons with disabilities. If you require special assistance to participate in the meeting, notify the Office of the City Clerk at (916) 808-7200 at least 48 hours prior to the meeting.

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# AGENDA

## February 10, 2011

***New City Hall***
***915 I Street – 1st Floor, Council Chambers***

All items listed are heard and acted upon by the Planning Commission unless otherwise noted.

## Call to Order – 5:30 p.m.

**Roll Call**

## Consent Calendar

All items listed under the Consent Calendar are considered and acted upon by one motion. Anyone may request that an item be removed for separate consideration.

**1. Approval of Minutes for January 13, 2011**
**Location:** Citywide

**Recommendation**: Approve Commission Minutes from January 13, 2011.

**Contact:** Tom Pace, Principal Planner, 916-808-6848

## Director's Report

**2. Director's Report** (Oral)
**Location:** Citywide

**Recommendation: Receive and File-** Status report on pending development applications and appeals; proposed amendments to Zoning Code, design standards, and other development-related regulations; Community Development Department organizational and operational changes, work program, and training program; and similar matters.

**Contact:** Tom Pace, Principal Planner, 916-808-6848

## Public Hearings

Public hearings may be reordered by the Chair at the discretion of the Commission. If you challenge the decision of this Commission you may be limited to raising only those issues that are raised in this hearing or in written correspondence received by the Commission prior to the hearing.

**3. LR09-021 Northeast Line Implementation Plan** (Noticed on 1/31/11)
**Location:** Properties in the vicinity of the Globe, Arden/Del Paso and Royal Oaks light rail stations in the North Sacramento Community Plan Area, District 2.

**Recommendation: Forward Recommendations of Approval to City Council**: **Item A:** a **Resolution** approving environmental review of the Northeast Line Implementation Plan; **Item B:** a **Resolution** amending the 2030 General Plan to add new policies to the North Sacramento Community Plan chapter and to establish the Northeast Line Transit Village Development Districts for the Globe, Arden/Del Paso and, Royal Oaks Light Rail

Stations; **Item C:** a **Resolution** amending the General Plan land use diagram to change the land use designation for various parcels in the plan area; **Item D:** an **Ordinance** rezoning various parcels in the plan area; **Item E:** an **Ordinance** amending and expanding the boundaries of the Del Paso Boulevard Special Planning District; **Item F:** an **Ordinance** amending the Residential Mixed Use (RMX) Zone; **Item G:** a **Resolution** approving infrastructure recommendations.

**Contact:** Greg Sandlund, Associate Planner, 916-808-8931, Jim McDonald, Senior Planner, 808-5723

**4. P06-134 Bruceville American Dream** (Noticed on 1/31/11)
**Location:** 8600 Bruceville Road, 117-0211-017-0000, 117-0211-018-0000, 117-0211-021-0000, 117-0211-027-0000, 117-0211-028-0000, District 8

**Recommendation**: **Approve and Forward Recommendations of Approval to City Council –** A Request to construct a 49 unit single family subdivision on approximately 4.2 net acres within the Multi-Family (R-2B-PUD) zone on the west side of Bruceville Road at Damascas Drive - **Item A:** Environmental Determination: Mitigated Negative Declaration; **Item B:** Mitigation Monitoring Plan; **Item C:** Inclusionary Housing Plan; **Item D:** General Plan Amendment to amend the General Plan Designation from Suburban Neighborhood High Density to Suburban Neighborhood Medium Density; **Item E:** Tentative Map to subdivide five parcels totaling 4.2± net acres into 49 small lot single family residential parcels and two landscape lots within the Multi-Family (R-2B-PUD) zone; **Item F:** PUD Schematic Plan Amendment to depict 49 small lot single family residences within the Laguna Meadows Planned Unit Development; **Item G**: PUD Guidelines Amendment; **Item H:** Special Permit for alternative housing to construct 49 single-family residences.

**Contact:** Antonio Ablog, Associate Planner, 916-808-7702, Lindsey Alagozian, Senior Planner, 916-808-2659

**5. P10-044 CVS at Florin & Freeport** (Noticed on 1/31/11)
**Location: 1360 Florin Road,** 047-0021-018-0000, 047-0091-015-0000, District 8

**Recommendation**: **Forward Recommendations of Approval to City Council – Item A**: Mitigated Negative Declaration; **Item B:** Mitigation Monitoring Plan; **Item C**: Rezone of 1.68 acres from Limited Commercial Review, Executive Airport Zone (C-1R-EA-2 & EA-4) to General Commercial Review, Executive Airport Zone (C-2R-EA-2 & EA-4); **Item D:** Tentative Map to subdivide 7.35 acres into five (5) parcels; **Item E:** Special Permit-Drive Thru to allow the operation of a drive-through pharmacy; **Item F:** Variance to reduce the required stacking depth for the pharmacy drive-through lane; **Item G:** Development Plan Review-New Site Plan to construct a 16,500 square foot pharmacy on 1.68 acres.

**Contact:** Evan Compton, Associate Planner, 916-808-5260, Lindsey Alagozian, Senior Planner, 916-808-2659

**6. P10-059 Vibe Urban Youth Lounge** (Noticed on 1/31/11)
**Location:** 1725 K Street, 006-0125-014-0000, District 4

**Recommendation: Approve – Item A:** Environmental Exemption (Per CEQA 15301); **Item B:** Special Permit to establish a community teen center within an existing senior apartment building.

**Contact:** Elise Gumm, Associate Planner, 916-808-1927, Stacia Cosgrove, Senior Planner, 916-808-7710

**7. P10-069 Craftsmen@20&S** (Noticed on 1/31/11)
**Location:** 2010 S Street, 010-0026-001-0000, 010-0026-005-0000, 010-0026-006-0000, District 4

**Recommendation: Approve – Item A:** Environmental Exemption (Per CEQA 15332); **Item B:** Tentative Map to subdivide three (3) parcels into nine (9) parcels for nine (9) detached single family homes; **Item C:** Special Permit-Residential to construct nine (9) alternative ownership housing units.

**Contact:** Elise Gumm, Associate Planner, 916-808-1927, Stacia Cosgrove, Senior Planner, 916-808-7710

**8. P10-076 Sacred Heart Parish School Sign Variances** (Noticed on 1/31/11)
**Location:** 856 39th Street, 008-0032-047-0000, District 3

**Recommendation**: **Approve –Item A**: Environmental Exemption (Per CEQA 15311); **Item B**: Variance-Signs to allow a detached monument sign to be located less than ten (10) feet from the edge of a driveway entrance; **Item C**: Variance-Signs to allow a detached monument sign to exceed the maximum size allowed in the R-1A zone; **Item D**: Variance-Signs to allow an attached sign to exceed the maximum size allowed in the R-1A zone.

**Contact:** David Hung, Associate Planner, 916-808-5530; Stacia Cosgrove, Senior Planner, 916-808-7710

## Staff Reports

Staff reports include oral presentations including those recommending Receive and File.

**9. Commission Rules of Procedure – Report Back on Review of Voting Procedure** (Continued from 1/13/11)
**Location:** Citywide

**Recommendation:** Report Back to Planning Commission, Discussion, and Proposed Amendment to Rules of Procedure

**Contact:** Sabina Gilbert, Senior Deputy City Attorney, 916-808-5346

## Public Comments- Matters Not on the Agenda

**10. To be announced.**

## Questions, Ideas and Announcements of Commission Members

**11. To be announced.**

## Adjournment

# Minutes
# City of Sacramento
# Planning Commission

**COMMISSION MEMBERS:**

*Anna Molander*
*Jon Bagatelos*
*Michael Mendez, MCP*
*Philip Harvey*
*Jameel Pugh*
*Joseph Contreraz, Vice-Chair*
*Michael Notestine*
*Rommel Declines*
*James Frayne*
*Joseph Yee, AIA, Chair*
*Panama Bartholomy*

**CITY STAFF:**

*Gregory Bitter, Principal Planner*
*Sabina Gilbert, Senior Deputy City Attorney*

*New City Hall*
*915 I Street, 1st Floor – Council Chambers*

*January 13, 2011 – 5:30 P.M.*

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# MINUTES

## January 13, 2011

***New City Hall***
***915 I Street – 1st Floor, Council Chambers***

All items listed are heard and acted upon by the Planning Commission unless otherwise noted.

**Call to Order – 5:35 p.m.**

**Roll Call - All commissioners present except Commissioner Bagatelos and Pugh.**

**Consent Calendar**

All items listed under the Consent Calendar are considered and acted upon by one motion. Anyone may request that an item be removed for separate consideration.

**1. Approval of Minutes for December 9, 2010**
**Location:** Citywide

**Recommendation**: Approve Commission Minutes from December 9, 2010.

**Contact:** Gregory Bitter, Principal Planner, 916-808-7816

**Action: Moved, seconded, and carried (Declines/Notestine, 7:0:4, Recused: Bartholomy, Frayne; Absent – Bagatelos, Pugh,) to approve minutes.**

**2. M09-020 Initiation of the Rezoning of Properties within the Proposed Swanston Station Transit Village Specific Plan Area**
**Location:** Approximately, El Camino Avenue to the north, Business 80 to the east, Arden Way to the south, and Erickson Street to the west, Districts 2 and 3.

**Recommendation**: Direct staff to initiate the process of rezoning properties within the Proposed Swanston Station Transit Village Specific Plan Area.

**Contact:** Fedolia "Sparky" Harris, Senior Planner, 808-2996; Jim McDonald, Senior Planner, 808-5723

**Action: Moved, seconded, and carried (Notestine/Declines, 9:0:2, Absent – Bagatelos, Pugh) to direct staff to initiate the process of rezoning properties within the Proposed Swanston Station Transit Village Specific Plan Area.**

**Director's Report**

**3. Director's Report** (Oral)
**Location:** Citywide

**Recommendation: Receive and File-** Status report on pending development applications and appeals; proposed amendments to Zoning Code, design standards, and other development-related regulations; Community Development Department organizational and operational changes, work program, and training program; and similar matters.

**Contact:** Gregory Bitter, Principal Planner, 916-808-7816

**Action: Report from Greg Bitter, Principal Planner - Received and Filed.**

## Public Hearings

Public hearings may be reordered by the Chair at the discretion of the Commission. If you challenge the decision of this Commission you may be limited to raising only those issues that are raised in this hearing or in written correspondence received by the Commission prior to the hearing.

**4.** **P10-058** **2500 R Housing Project** (Noticed on 1/3/11)
**Location:** 1802 26th Street, 1/2 block on R St between 25th and 26th Street, 010-0043-001-0000, District 4

**Recommendation:** **Approve – Item A**: Environmental Exemption (Per CEQA 15332); **Item B:** Tentative Map to subdivide one lot into 34 residential lots and 4 common lots; **Item C:** Special Permit-Residential to construct 34 pre-fabricated detached single family residential units; **Item D:** Variance to reduce the driveway Maneuvering area from 26 feet to 24 feet; **Item E:** Variance to allow driveway depth less than 18th feet.

**Contact:** Elise Gumm, Associate Planner, 916-808-1927, Stacia Cosgrove, Senior Planner, 916-808-7710

**Supplemental Material was provided**

**Public comment made by William Burg, Peter Manston, Vivian Gerlach, Chris Holm, Kate McBurney.**

**Action: Moved, seconded, and carried (Harvey/Mendez, 9:0:2, Absent – Bagatelos, Pugh) to approve staff recommendations.**

**5.** **P10-072** **Clearwire on Palo Verde Avenue - PG&E** (Noticed on 1/3/11)
**Location:** 1418 Palo Verde Avenue, 265-0140-006-0000, District 3

**Recommendation:** **Approve** – **Item A:** Environmental Exemption (Per CEQA 15301); **Item B:** Special Permit-Antennas/Wireless to install three panel antennas, three microwave dishes, one GPS antenna, and an equipment cabinet on an existing PG&E lattice tower.

**Contact:** Elise Gumm, Associate Planner, 916-808-1927, Lindsey Alagozian, Senior Planner, 916-808-2659

**Action: Moved, seconded, and carried (Notestine/Bartholomy, 7:0:4, Absent – Bagatelos, Pugh, Recuse – Molander, Yee) to approve staff recommendations.**

**6.** **P10-060** **8151 Sheldon Commercial Rezone** (Noticed on 1/3/11)
**Location:** 8151 Sheldon Road, 117-0220-002, 022, 023, 024, District 8

**Recommendation:** **Forward Recommendations of Approval to City Council** – **Item A:** Mitigated Negative Declaration Addendum; **Item B:** Mitigation Monitoring Plan; **Item C: General Plan Amendment** to amend the General Plan Designation for approximately 3.8 acres from Suburban Neighborhood High Density to Suburban Center; **Item D: Rezone** to amend the zoning designation of approximately 2.7 acres from Multi-Family Residential (R-2B) to General Commercial Review (C-2-R).

**Contact:** Antonio Ablog, Associate Planner, 916-808-7702, Lindsey Alagozian, Senior Planner, 916-808-2659

**eComment was received (name not provided)**

**Supplemental Material was provided**

**Public comment made by Benjamin Vogt**

**Action: Moved, seconded, and carried (Notestine/Molander, 9:0:2, Absent – Bagatelos, Pugh) to approve staff recommendations.**

**7. M09-003 River District Specific Plan** (Noticed on 1/3/11)
**Location:** The area generally bounded by Downtown and the Railyards on the south, the Sacramento River on the west, the American River on the north, and 16 and 18th Streets on the east, Districts 1 and 3.

**Recommendation: Forward Recommendations of Approval to City Council –** 1) a **Resolution** certifying the Environmental Impact Report (EIR) and adopting Findings of Fact, Statements of Overriding Considerations and the Mitigation Monitoring Plan; 2) a **Resolution** amending the General Plan land use diagram to change the land use designation for various parcels in accordance with the River District Specific Plan; 3) a **Resolution** to rescind the Richards Boulevard Area Plan (RBAP) and Facility Element, amend the 2030 General Plan Circulation Element, and adopt the River District Specific Plan and Infrastructure Financing Plan; 4) a **Resolution** to amend the Railyards Specific Plan to change the planned future operation of 5th and 7th Streets; 5) a **Resolution** to amend the Bikeway Master Plan; 6) a Resolution to adopt the River District Design Review Guidelines; 7) a **Resolution** to approve a Water Supply Assessment Report; 8) a **Resolution** to rescind the Discovery Centre PUD; 9) an **Ordinance** to adopt the River District Special Planning District; and 10) an **Ordinance** rezoning various parcels in the River District.

**Contact:** Evan Compton, Associate Planner, 916-808-5260, Stacia Cosgrove, Senior Planner, 916-808-7110

**Supplemental Material was provided**

**Public comment made by Floyd Moore, Betsy Weiland, Bill McLaughlin, Jessica Barnes, Rob Hoffman, Patty Kleinknecht, Kay Bell, David Monfredini**

**Action: Moved, seconded, and carried Bartholomy/Frayne, 7:0:4, Recused – Yee, Harvey, Absent – Bagatelos, Pugh) to approve staff recommendations.**

## Staff Reports

Staff reports include oral presentations including those recommending Receive and File.

**8. LR09-021 Northeast Line Implementation Plan** (Continued from 12/9/10 due to a lack of a quorum) (Re-Noticed on 12/21/10)
**Location:** Properties in the vicinity of the Globe, Arden/Del Paso and Royal Oaks light rail stations in the North Sacramento Community Plan Area, District 2.

**Recommendation:** Review and comment

**Contact:** Greg Sundlund, Associate Planner, 916-808-8931, Jim McDonald, Senior Planner, 808-5273

**Supplemental Material was provided**

**Action: Received and commented (Recused – Notestine)**

**9. P10-087 700 Block** (Noticed on 1/3/11)
**Location:** 700 K Street, 006-0096-002-0000, 006-0096-003-0000, 006-0096-004-0000, 006-0096-005-0000, 006-0096-006-0000, 006-0096-007-0000, 006-0096-008-0000, 006-0096-009-0000, 006-0096-010-0000, 006-0096-018-0000, 006-0096-019-0000, District 1

**Recommendation:** Review and comment on a proposal for 153 rental apartments, 63,780 square feet of retail including restaurants and clubs, and a 28,973 square foot parking structure.

**Contact:** Evan Compton, Associate Planner, 916-808-5260, Stacia Cosgrove, Senior Planner, 916-808-7110

**Public comment made by Kevin Greene, Chris Holm**

**Action: Received and commented**

**10. Voting Procedure**
**Location:** Citywide

**Recommendation:** Report Back to Planning Commission, Discussion, and Proposed Amendment to Rules of Procedure

**Contact:** Gregory Bitter, Principal Planner, 916-808-7816

**Action: Moved, seconded, and carried (Notestine/Harvey, 9:0:2, Absent – Bagatelos, Pugh) to continue discussion to February 10, 2011**

**11. Ad Hoc Committee on Policies and Procedures, December 7, 2010 Meeting Discussion**
**Location:** Citywide

**Recommendation:** Report Back to Planning Commission regarding Commission policies and procedures.

**Contact:** Gregory Bitter, Principal Planner, 916-808-7816

**Action: Received and filed**

## Public Comments- Matters Not on the Agenda

**12. None.**

## Questions, Ideas and Announcements of Commission Members

13. **Commissioner Yee discussed a proposal for a special Planning Commission on February 24, 2011 to consist of rules and procedures discussion and telecommunications guidelines. Commissioner Molander discussed adding an item discussing water issues to the special meeting on February 24, 2011.**

14. **Commissioner Mendez asked if the commission could discuss the different types of fast food design proposals that come to Planning Commission.**

15. **Commissioner Declines recently attend the SACOG Urban and Rural meeting and discussed how the rural and urban plan to provide food products is important to Sacramento.**

16. **Greg Bitter and Commissioner Harvey discussed a public State Historic Parks workshop on January 19 at the Stanford Gallery, in Old Sacramento, for discussion and review of draft alternatives for the future development of Old Sacramento State Historic Park.**

17. **Commissioner Bartholomy asked if staff would choose from the list for discussion for the special Planning Commission meeting on February 24, 2011. Commissioner Yee will ask staff to prioritize items.**

18. **Commissioner Bartholomy discussed a new Federal solar installation law for new development, effective July 1, 2011, and would like to discuss how projects coming through Planning Commission will deal with the new law.**

19. **Commissioner Yee mentioned that Commissioners Harvey and Bagatelos did not miss a Planning Commission meeting in 2010.**

20. **Commissioner Notestine mentioned that there was no name listed for an eComment which was followed by discussion by commissioners and staff.**

21. **Commissioner Notestine asked about the status of the sign ordinance and discussion followed.**

22. **Commissioner Yee thanked Commissioner Notestine for his leadership as Planning Commission chair in 2010. Commissioner Yee mentioned that Commissioner Notestine received the American Planners Association Sacramento Valley Chapter Lifetime Achievement Award.**

23. **Greg Bitter mentioned and discussed nine items that are scheduled for the Planning Commission meeting on February 10, 2010.**

24. **Commissioner Notestine said Commissioner Mendez was elected to the American Planners Association (APA) board.**

25. **Commissioner Yee said that the adoption of one meeting a month is flexible to schedule a second meeting in a month when needed.**

## Adjournment 9:20 p.m.

2

# Oral Report

**For**

## City of Sacramento

**Planning Commission**

## Agenda Packet

**For the Meeting of:** February 10, 2011

**Title:** Director's Report **- Receive and File-** Status report on pending development applications and appeals; proposed amendments to Zoning Code, design standards, and other development-related regulations; Community Development Department organizational and operational changes, work program, and training program; and similar matters.

Contact Information: Tom Pace, Principal Planner, 916-808- 6848

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# REPORT TO PLANNING COMMISSION City of Sacramento

3

**915 I Street, Sacramento, CA 95814-2671**

**PUBLIC HEARING**

**February 10, 2011**

Honorable Members of the Planning Commission:

**Subject:** Northeast Line Implementation Plan (LR09-021)

**Council District**: 2

**Recommendation:** Staff recommends the Planning Commission conduct a public hearing and upon conclusion recommend approval and forward to the City Council: 1) a **Resolution** approving environmental review of the Northeast Line Implementation Plan, 2) a **Resolution** amending the 2030 General Plan to add new policies to the North Sacramento Community Plan chapter and to establish the Northeast Line Transit Village Development Districts for the Globe, Arden/Del Paso and, Royal Oaks Light Rail Stations; 3) a **Resolution** amending the General Plan land use diagram to change the land use designation for various parcels in the plan area; 4) an **Ordinance** rezoning various parcels in the plan area; ; 5) an **Ordinance** amending and expanding the boundaries of the Del Paso Boulevard Special Planning District; 6) an **Ordinance** amending the RMX Zone; 7) a **Resolution** approving infrastructure recommendations.

**Contact:** Greg Sandlund, Associate Planner, (916) 808-8931; Jim McDonald AICP, Senior Planner, (916) 808-5723.

**Presenters:** Greg Sandlund, Associate Planner, (916) 808-8931

**Department:** Community Development
**Division:** Planning
**Organization Number:** 21001222

**Description/ Analysis**

**Issue:** The Northeast Line Implementation Plan is a planning effort to promote reinvestment, redevelopment, and revitalization along the light rail corridor that includes the Globe, Arden/Del Paso and Royal Oaks Stations. The Plan includes specific strategies to address housing, economic development, the strategic financing of infrastructure, public safety, and design needs along the light rail corridor.

The land use changes proposed are intended to better streamline uses that support an active and safe commercial corridor such as mixed use and mixed density housing as well as office and general commercial uses. Staff is also recommending that future infrastructure improvements be focused in key areas along the light rail corridor to encourage catalyst and near term development in the area.

**Policy Considerations:** The Northeast Line Implementation Plan is implementing the 2030 General Plan, which amended land use designations in key opportunity areas, including light rail station areas and commercial corridors, to facilitate the revitalization of corridors and centers. Specific General Plan policies that the Project is implementing include:

***LU 1.1.5 Infill Development.*** *The City shall promote and provide incentives (e.g., focused infill planning, zoning/rezoning, revised regulations, provision of infrastructure) for infill development, redevelopment, mining reuse, and growth in existing urbanized areas to enhance community character, optimize City investments in infrastructure and community facilities, support increased transit use, promote pedestrian- and bicycle-friendly neighborhoods, increase housing diversity, ensure integrity of historic districts, and enhance retail viability.*

***LU 5.5.2 Transit-Oriented Development****. The City shall actively support and facilitate mixed-use retail, employment, and residential development around existing and future transit stations.*

***H-1.2.4 Housing Diversity.*** *The City shall actively support and encourage mixed-use retail, employment and residential development around existing and future transit stations, centers and corridors.*

**Environmental Considerations:** An Initial Study was prepared for the Project. Based on the Initial Study, it was determined that the Northeast Line Implementation Plan is a subsequent project within the scope of the General Plan Master EIR. No additional environmental review is required per CEQA Guidelines Section 15177.

On December 28th, 2010 staff received an email from PG&E (Attachment 12) noting that development consistent with the City's General Plan will have a cumulative impact on PG&E's gas systems and advising that environmental documents for proposed development projects include adequate evaluations of cumulative impacts to utilities. The proposed Project does not include any proposal for construction on any specific site.

**Public Comments:** Staff received two emails from Robert Slobe (Attachment 13) prior to the January 13th Planning Commission meeting. Mr. Slobe's concerns relate to the infrastructure study and recommendations, the encouragement of faux deco designs,

and large government offices that should be encouraged along Del Paso Boulevard instead of housing.

Staff has responded to Mr. Slobe's emails by directing our consultant to revise any maps with any indication of Mr. Slobe's properties as "basins." Additionally Staff is putting greater emphasis in the North Sacramento Design Guidelines to clarify that imitating or replicating nearby art deco designs is not required. Lastly, we have assured Mr. Slobe that no current or proposed policies or codes will obstruct the development of any future office development in the plan area. Staff has met with Mr. Slobe in May, 2010 and January of this year to receive his input on development in the area and clarify the project's objectives.

At the time of this report, there has not been any additional opposition to this project from the public.

**Sustainability Considerations:** The changes recommended in this report are designed to eventually transform the Northeast Line Light Rail Corridor from an auto-oriented corridor into a multi-modal, mixed-use corridor that provides opportunities for people to live and work in the corridor, thereby reducing vehicle miles traveled and related greenhouse gases.

**Rationale for Recommendation:** These actions implement the 2030 General Plan land use policies and previous planning efforts in the area. These changes are designed to support reinvestment and revitalization of the northeast line light rail corridor.

**Financial Considerations:** None

Respectfully submitted by: _____
Greg Sandlund
Associate Planner

Recommendation Approved:

_____ for
Jim McDonald AICP
Senior Planner

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**Attachment 1**

## Background

### Project Background

The Globe, Arden/Del Paso, and Royal Oaks Stations were built as part of the light rail starter line in 1987. Much of the land used for the starter line was existing right of way from freight rail lines. Therefore, most of the surrounding land uses were industrial or heavy commercial and not supportive of transit.

In 2002, Regional Transit and the City of Sacramento collaborated to identify land use and policy changes for areas within a 1/4 mile of transit stations to support transit. This planning effort was called Transit for Livable Communities (TLC).

As a follow up to the TLC planning effort, the Northeast Line Light Rail Stations Plan was approved by the City Council in 2007. This plan was predominately an urban design document that recommended, among other things: streetscape improvements, revisions to the North Sacramento Design Guidelines, rezones and urban design schemes for the Globe, Arden/Del Paso and Royal Oaks Station. The plan also analyzed the necessary infrastructure improvements to support 30 years of growth in project area.

The 2030 General Plan, adopted in 2009, amended land use designations in key opportunity areas, including light rail station areas and commercial corridors, to facilitate the revitalization of corridors and centers. The TLC and Northeast Line Light Rail Stations Plan informed the identification of the 2030 General Plan land use designations for this area.

### Project Description

The Northeast Line Implementation Plan is an effort to implement the previous planning efforts mentioned above and includes the following actions:

- Rezone specified sites;
- Amend general plan land use designations;
- Expand the boundaries of the Del Paso Boulevard Special Planning District;
- Amend the Del Paso Boulevard Special Planning District;
- Amend the North Sacramento Design Guidelines;
- Amend the North Sacramento Community Plan to establish a transit village plan;
- Amend the RMX Zone;
- Establish phased infrastructure finance recommendations.

**Rezones and General Plan Amendments:**

The project includes rezoning sixteen parcels along Del Paso Boulevard to add the Transit Overlay Zone. This overlay zone will allow greater heights and densities than the base General Commercial (C-2) Zone as well as allow for expedited planning application review for transit friendly development. These zoning designations are consistent with the 2030 General Plan which was adopted on March 3, 2009.

A single site would be rezoned from the Standard Single Family (R-1) Zone to the General Commercial (C-2) Zone. Until recently, this site was used as a firehouse. The C-2 designation would be consistent with adjacent and nearby parcels along Del Paso Boulevard.

Twenty six parcels, located between Del Paso Boulevard and the Royal Oaks Station, are proposed to be rezoned from the Standard Single Family (R-1) Zone to the Residential Mixed Use (RMX) Zone. The RMX zone would allow for neighborhood and transit friendly commercial uses along Arden Way. It would also allow for future multi-family housing to be located near the Del Paso/Arden and Royal Oaks stations. Rezoning these parcels will require an amendment to the general plan land use designations, from Traditional Low Density Residential to Urban Corridor Low.

Approximately 110 parcels located northwest of Del Paso Boulevard are proposed to have amended general plan designations. Ten of the 110 parcels would have land use designations changed from Urban Corridor Low to Employment Center Low Rise. The rest of the 110 parcels would have land use designations changed from Urban Neighborhood Low Density to Employment Center Low Rise. The purpose of these land use amendments is to continue to allow viable industrial uses to operate and allow for a more gradual transition of the area from a predominantly industrial area to one of a more commercial/residential nature.

**Amend and Expand the Del Paso Boulevard Special Planning District:**

The project includes an expansion of the Del Paso Boulevard Special Planning District to include parcels, one block deep, located along the north side of Arden Way as well as the parcels immediately south of the Royal Oaks Station. These parcels are proposed to be included in the Special Planning District (SPD) because of their location along a busy corridor and their close proximity to light rail stations. The expansion of the SPD into Arden Way will change to name of the SPD to the Del Paso/Arden Special Planning District.

Additionally, one parcel on the southwest edge of the SPD and twelve parcels north of Del Paso Boulevard, fronting El Monte Avenue, would be included in the SPD. These parcels are proposed to be included in the district because of their current non-residential uses and their close proximity to the commercial corridor.

The amendments to the Special Planning District will help to facilitate a more flexible and expedited planning application process for uses that support the commercial corridor. Key amendments to the ordinance include the following:

- Change the name to Del Paso Boulevard/Arden Way Special Planning District in section 17.20.030 and throughout 17.108
- Allow apartments in the General Commercial (C-2) Zone with a planning directors plan review (instead of a zoning administrators special permit)
- Set the maximum allowable density for residential uses in the General Commercial (C-2) Zone to be 60 dwelling units per net acre
- Require that new residential development of 12 dwelling units per net acre include the following open space standards:
    - A minimum of fifty (50) square feet of usable common open space per unit is required. This open space area may include courtyards, gardens, recreation areas, and similar areas.
    - A minimum of fifty (50) square feet of usable private open space per unit is required. This area is for the exclusive use of the unit and may include decks, balconies and patios. Private useable open space shall be directly accessible from the unit.
    - For each square foot of usable private open space over fifty (50) square feet that is provided, the required fifty (50) square feet of usable common open space may be reduced by one square foot.
- Require that manufacturing uses fronting Del Paso Boulevard in the General Commercial (C-2) Zone have an office or other active commercial use facing the street
- Allow height, yard and stepback standards to be modified through the design review process at the director or commission level
- Allow up to 50% residential uses in the Office (OB) Zone with a zoning administrators plan review

**Design Review Guidelines Amendments:** The project includes amendments to the North Sacramento Design Review Guidelines that incorporate design guidelines from the Northeast Light Rail Stations Plan. These new design guidelines would enhance the existing residential and commercial guidelines and also give specific guidance on transit friendly housing such as live-work lofts, town houses/row houses, and residential mixed use developments. On February 12th, 2011 the Design Review Commission forwarded staff's recommendation to approve the design guideline amendments.

**North Sacramento Community Plan Amendments:** The project includes amending the North Sacramento Community Plan to include new policies resulting from the Northeast Line Implementation Plan effort as well as policies from the Northeast Light

Rail Stations Plan. These policies are consistent with the existing 2030 General Plan policies. Policy additions include: those that designate the Northeast Line section of the North Sacramento Community Plan as a transit village plan; and the addition of a new map showing the Northeast Line station area.

The new section in the North Sacramento Community Plan would include the designation of the Globe, Arden/Del Paso, and Royal Oaks stations as transit village districts per the California Transit Village Development Planning Act of 1994 (Section 65460 *et al* of the State of California Government Code). Under State law, a transit village plan shall include land within ¼ mile from the station; should encourage development in close proximity to the transit station; should offer intermodal service; should include a mix of uses and housing types; and provide a number of benefits such as increased infill, greater transit ridership and live-travel opportunities. A transit village plan shall be prepared, adopted, and amended in the same manner as a general plan. The City's General Plan was adopted by City Council resolution and this transit village plan will be adopted through a resolution.

**Amendments to the RMX Zone:** Staff is recommending that parcels zoned RMX along Arden Way be able to have up to 100% commercial uses with a zoning administrator's special permit. After initially considering this provision to be applied only in the special planning district, staff reasoned that such a provision should be applied to RMX zones citywide. The amendments to the RMX zone will allow for greater flexibility in permitting neighborhood supporting commercial uses while still emphasizing residential mixed use.

**Phased Infrastructure Finance Recommendations:** The infrastructure finance strategy will include specific recommendations for the public/private financing of prioritized infrastructure improvements in the study area. The recommendations will be for near term improvements that will help facilitate catalyst development in the area.

**Attachment 2**

**DRAFT RESOLUTION NO. XXXX-**

Adopted by the Sacramento City Council

**APPROVING ENVIRONMENTAL REVIEW FOR THE NORTHEAST LINE IMPLEMENTATION PLAN**

**BACKGROUND**

A. On February 10, 2011 the City Planning Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve with conditions the Northeast Line Implementation Plan.

B. On March 15, 2011 the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 17.200.010(C)(2) by publication and posting, and received and considered evidence concerning the Northeast Line Implementation Plan.

**BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:**

Section 1. The City Council finds that the Master Environmental Impact Report for the 2030 General Plan was certified on March 3, 2009 and the 2030 General Plan was adopted on that date.

Section 2. The City of Sacramento was the Lead Agency for the Master EIR.

Section 3. An initial study has been prepared for the project, and concluded that the project was described in the Master EIR and that the project would not cause any additional significant environmental effects that were not examined in the Master EIR. No new additional mitigation measures or alternatives are required, and the project is within the scope of the Master EIR.

Section 4. The City has incorporated all feasible mitigation measures or feasible alternatives appropriate to the project as set forth in the Master EIR. The City has provided notice of its intended action by publishing the required notice in a newspaper of general circulation in the area affected by the project, and by posting the notice in the office of the county clerk for a period of thirty days, as required by CEQA Guidelines Section 15177 and 15087.

Section 5. The City Council directs that, upon approval of the Project, the City's Environmental Planning Services shall file a notice of determination with the County Clerk of Sacramento County and, if the Project requires a discretionary approval from any state agency, with the State Office of Planning and Research, pursuant to the provisions of CEQA section 21152.

Section 6. Pursuant to Guidelines section 15091(e), the documents and other materials that constitute the record of proceedings upon which the City Council has based its decision are located in and may be obtained from, the Office of the City Clerk at 915 I Street, Sacramento, California. The City Clerk is the custodian of records for all matters before the City Council.

Section 7. Exhibit A is a part of this Resolution.

Table of Contents

EXHIBIT A: Initial Study For Anticipated Subsequent Projects Under The 2030 General Plan Master EIR

**Exhibit A**

# NORTHEAST LINE IMPLEMENTATION PLAN (LR09-021)

## INITIAL STUDYFOR ANTICIPATED SUBSEQUENT PROJECTS UNDER THE 2030 GENERAL PLAN MASTER EIR

This Initial Study has been prepared by the City of Sacramento, Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento, CA 95811, pursuant to the California Environmental Quality Act (Public Resources Code Sections 21000 *et seq.*), CEQA Guidelines (Title 14, Section 15000 *et seq.* of the California Code of Regulations) and the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento.

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### ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into the following sections:

**SECTION I - BACKGROUND:** Provides summary background information about the project name, location, sponsor, and the date this Initial Study was completed.

**SECTION II - PROJECT DESCRIPTION:** Includes a detailed description of the proposed project.

**SECTION III - ENVIRONMENTAL CHECKLIST AND DISCUSSION:** Reviews proposed project and states whether the project would have additional significant environmental effects (project-specific effects) that were not evaluated in the Master EIR for the 2030 General Plan.

**SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:** Identifies which environmental factors were determined to have additional significant environmental effects.

**SECTION V - DETERMINATION:** States whether environmental effects associated with development of the proposed project are significant, and what, if any, added environmental documentation may be required.

**REFERENCES CITED:** Identifies source materials that have been consulted in the preparation of the Initial Study.

## SECTION I - BACKGROUND

Project Name and File Number: Northeast Line Implementation Plan (LR09-021)

Project Location: Properties in the vicinity of Del Paso Boulevard from Highway 160 to El Camino; as well as Arden Way from Acoma Street to Beaumont Street

Project Applicant: City of Sacramento
Community Development Department

Project Planner: Greg Sandlund, Associate Planner
(916) 808-8931
gsandlund@cityofsacramento.org

Environmental Planner: Scott Johnson, Associate Planner
(916) 808-5842
srjohnson@cityofsacramento.org

Date Initial Study Completed: January 27, 2011

This Initial Study was prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Sections 1500 *et seq.*). The Lead Agency is the City of Sacramento.

The City of Sacramento, Community Development Department, has reviewed the proposed project and, on the basis of the whole record before it, has determined that the proposed project is an anticipated subsequent project identified and described in the 2030 General Plan Master EIR and is consistent with the land use designation and the permissible densities and intensities of use for the project site as set forth in the 2030 General Plan. See CEQA Guidelines Section 15176 (b) and (d).

The City has prepared the attached Initial Study to (a) review the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the 2030 General Plan Master EIR to determine their adequacy for the project (see CEQA Guidelines Section 15178(b),(c)) and (b) identify any potential new or additional project-specific significant environmental effects that were not analyzed in the Master EIR and any mitigation measures or alternatives that may avoid or mitigate the identified effects to a level of insignificance, if any. The City has determined that the proposed project would not cause any additional significant environmental effect on the environment which was not previously examined in the Master EIR. The City will provide notice of this determination in the manner provided in CEQA Guidelines Section 15087.

As part of the Master EIR process, the City is required to incorporate all feasible mitigation measures or feasible alternatives appropriate to the project as set forth in the Master EIR (CEQA Guidelines Section 15177(d)). The Master EIR mitigation measures that are identified as appropriate are set forth in the applicable technical sections below.

This analysis incorporates by reference the general discussion portions of the 2030 General Plan Master EIR. (CEQA Guidelines Section 15150(a)). The Master EIR is available for public review at the City of Sacramento, Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento, CA 95811, and on the City's web site at: www.sacg.org/MasterEIR.html

Interested persons and agencies may comment on this Initial Study and the City's determination regarding environmental effects.

Please send written responses to:

Scott Johnson
Community Development Department
City of Sacramento
300 Richards Blvd, 3rd Floor
Sacramento, CA 95811
Direct Line: (916) 808-5842
srjohnson@cityofsacramento.org

# SECTION II - PROJECT DESCRIPTION

## INTRODUCTION

The Northeast Line Implementation Plan is a planning effort to promote reinvestment, redevelopment, and revitalization along the light rail corridor that includes the Globe, Arden/Del Paso and Royal Oaks Stations (Attachment 1).

The project area includes portions of Del Paso Boulevard and Arden Way. The Plan is not a single stand-alone document but instead is a series of implementation actions which are described below. Growth projections were based on the projections identified in the 2030 General Plan.

## PROJECT BACKGROUND

The Globe, Arden/Del Paso, and Royal Oaks Stations were built as part of the light rail starter line in 1987. Much of the land used for the starter line was existing right of way from freight rail lines. Therefore, most of the surrounding land uses were industrial or heavy commercial and not supportive of transit.

In 2002, Regional Transit and the City of Sacramento collaborated to identify land use and policy changes for areas within a 1/4 mile of transit stations to support transit. This planning effort was called Transit for Livable Communities (TLC).

As a follow up to the TLC planning effort, the Northeast Line Light Rail Stations Plan was approved by the City Council in 2007. This plan was predominately an urban design document that recommended, among other things: streetscape improvements, revisions to the North Sacramento Design Guidelines, rezones and urban design schemes for the Globe, Arden/Del Paso and Royal Oaks Station. The plan also analyzed the necessary infrastructure improvements to support 30 years of growth in project area.

The 2030 General Plan, adopted in 2009, amended land use designations in key opportunity areas, including light rail station areas and commercial corridors, to facilitate the revitalization of corridors and centers. The TLC and Northeast Line Light Rail Stations Plan informed the identification of the 2030 General Plan land use designations for this area.

## PROJECT DESCRIPTION

The Northeast Line Implementation Plan is an effort to implement the previous planning efforts mentioned above. The project area includes properties in the vicinity of Del Paso Boulevard from Highway 160 to El Camino; as well as Arden Way from Acoma Street to Beaumont Street (Attachment 1).

The Northeast Line Implementation Plan includes specific strategies to address housing, economic development, the strategic financing of infrastructure, public safety, and design needs along the light rail corridor.

Specific actions included within the project are as follows:

- Rezone specified sites;
- Amend general plan land use designations;
- Expand the boundaries of the Del Paso Boulevard Special Planning District;
- Amend the Del Paso Boulevard Special Planning District;
- Amend the North Sacramento Design Guidelines;
- Amend the North Sacramento Community Plan;
- Amendments to the RMX Zone; and
- Approve infrastructure recommendations.

**Rezones and General Plan Amendments:** The project would rezone fourteen parcels along Del Paso Boulevard to add the Transit Overlay Zone. This overlay zone will allow greater heights and densities than the base General Commercial (C-2) Zone as well as allow for expedited application review for transit friendly development. These zoning designations are consistent with the 2030 General Plan which was adopted on March 3, 2009.

A single site would be rezoned from the Standard Single Family (R-1) Zone to the General Commercial (C-2) Zone. Until recently, this site was used a firehouse. The C-2 designation would be consistent with adjacent and nearby parcels along Del Paso Boulevard.

Twenty six parcels, located between Del Paso Boulevard and the Royal Oaks Station, are proposed to be rezoned from the Standard Single Family (R-1) Zone to the Residential Mixed Use (RMX) Zone. The RMX zone would allow for neighborhood and transit friendly commercial uses along Arden Way. It would also allow for future housing and mixed use development to be located nearby the Del Paso/Arden and Royal Oaks stations. Rezoning these parcels will require an amendment to the general plan land use designations, from Traditional Low Density Residential to Urban Corridor Low.

Approximately 110 parcels located northwest of Del Paso Boulevard are proposed to have amended general plan designations. Ten of the 110 parcels would have land use designations changed from Urban Corridor Low to Employment Center Low Rise. The rest of the 110 parcels would have land use designations changed from Urban Low Density Residential to Employment Center Low Rise. The purpose of these land use amendments is to continue to allow viable industrial uses to operate and allow for a more gradual transition of the area from a predominantly an industrial area to one of a more commercial/residential nature.

**NOTE: This discussion identifies 41 (14+1+26) parcels for rezoning, and 110 parcels for general plan designation changes. The Land Use section references 43 rezonings and 143 parcels for general plan designation changes. These should be made consistent. TGB**

**Amend and Expand the Del Paso Boulevard Special Planning District:**

The project includes an expansion of the Del Paso Boulevard Special Planning District to include parcels, one block deep, located along the north side of Arden Way as well as the parcels immediately south of the Royal Oaks Station. These parcels are proposed to be included in the Special Planning District (SPD) because of their location along a busy corridor and their close proximity to light rail stations. The expansion of the SPD into Arden Way will change to name of the SPD to the Del Paso/Arden Special Planning District.

Additionally, one parcel on the southwest edge of the SPD and twelve parcels north of Del Paso Boulevard, fronting El Monte Avenue, would be included in the SPD. These parcels are

proposed to be included in the district because of their current non-residential uses and their close proximity to the commercial corridor.

The amendments to the Special Planning District will help to facilitate a more flexible and expedited planning application process. Additionally, multi-family developments with minimum densities would be allowed by right. The specific changes to the SPD would include the following:

- Allow apartments in the General Commercial (C-2) Zone with a planning directors plan review (instead of a zoning administrators special permit)
- Set the maximum allowable density for residential uses in the General Commercial (C-2) Zone to be 60 dwelling units per net acre
- Require that new residential development of 12 dwelling units per net acre include the following open space standards:
    - A minimum of fifty (50) square feet of usable common open space per unit is required. This open space area may include courtyards, gardens, recreation areas, and similar areas.
    - A minimum of fifty (50) square feet of usable private open space per unit is required. This area is for the exclusive use of the unit and may include decks, balconies and patios. Private useable open space shall be directly accessible from the unit.
    - For each square foot of usable private open space over fifty (50) square feet that is provided, the required fifty (50) square feet of usable common open space may be reduced by one square foot.
- Require that manufacturing uses fronting Del Paso Boulevard in the General Commercial (C-2) Zone have an office or other active commercial use facing the street
- Allow height, yard and stepback standards to be modified through the design review process at the director or commission level
- Allow up to 50% residential uses in the Office (OB) Zone with a zoning administrators plan review

**Design Review Guidelines Amendments:** The project includes amendments to the North Sacramento Design Review Guidelines that incorporate design guidelines from the Northeast Light Rail Stations Plan. These new design guidelines would enhance the existing residential and commercial guidelines and also give specific guidance on transit friendly housing such as live-work lofts, row houses, and residential mixed use developments.

**North Sacramento Community Plan Amendments:** The project includes amending the North Sacramento Community Plan to include new policies resulting from the Northeast Line Implementation Plan effort as well as policies from the Northeast Light Rail Stations Plan. These policies are consistent with the existing 2030 General Plan policies. Policy additions include: those that designate the Northeast Line section of the North Sacramento Community

Plan as a transit village plan; and the addition of a new map showing the Northeast Line station area.

The new section in the North Sacramento Community Plan would include the designation of the Globe, Arden/Del Paso, and Royal Oaks stations a transit village districts per the California Transit Village Development Planning Act of 1994 (Section 65460 *et al* of the State of California Government Code). Under State law, a transit village plan shall include land within ¼ mile from the station; should encourage development in close proximity to the transit station; should offer intermodal service; should include a mix of uses and housing types; and provide a number of benefits such as increased infill, greater transit ridership and live-travel opportunities. A transit village plan shall be prepared, adopted, and amended in the same manner as a general plan. The City's General Plan was adopted by City Council resolution and this transit village plan will be adopted through a resolution.

**Amendments to the RMX Zone:** Staff is recommending the RMX Zone be amended to allow 100% commercial uses with a zoning administrator's special permit. After initially considering this provision to be applied only in the special planning district, staff reasoned that such a provision should be applied citywide. The amendments to the RMX zone will allow for greater flexibility in permitting neighborhood supporting commercial uses while still emphasizing residential mixed use.

**Phased Infrastructure Finance Recommendations:** The infrastructure finance strategy will include specific recommendations for the public/private financing of prioritized infrastructure improvements in the study area. The recommendations will be for near term improvements that will help facilitate catalyst development in the area.

**Attachments**

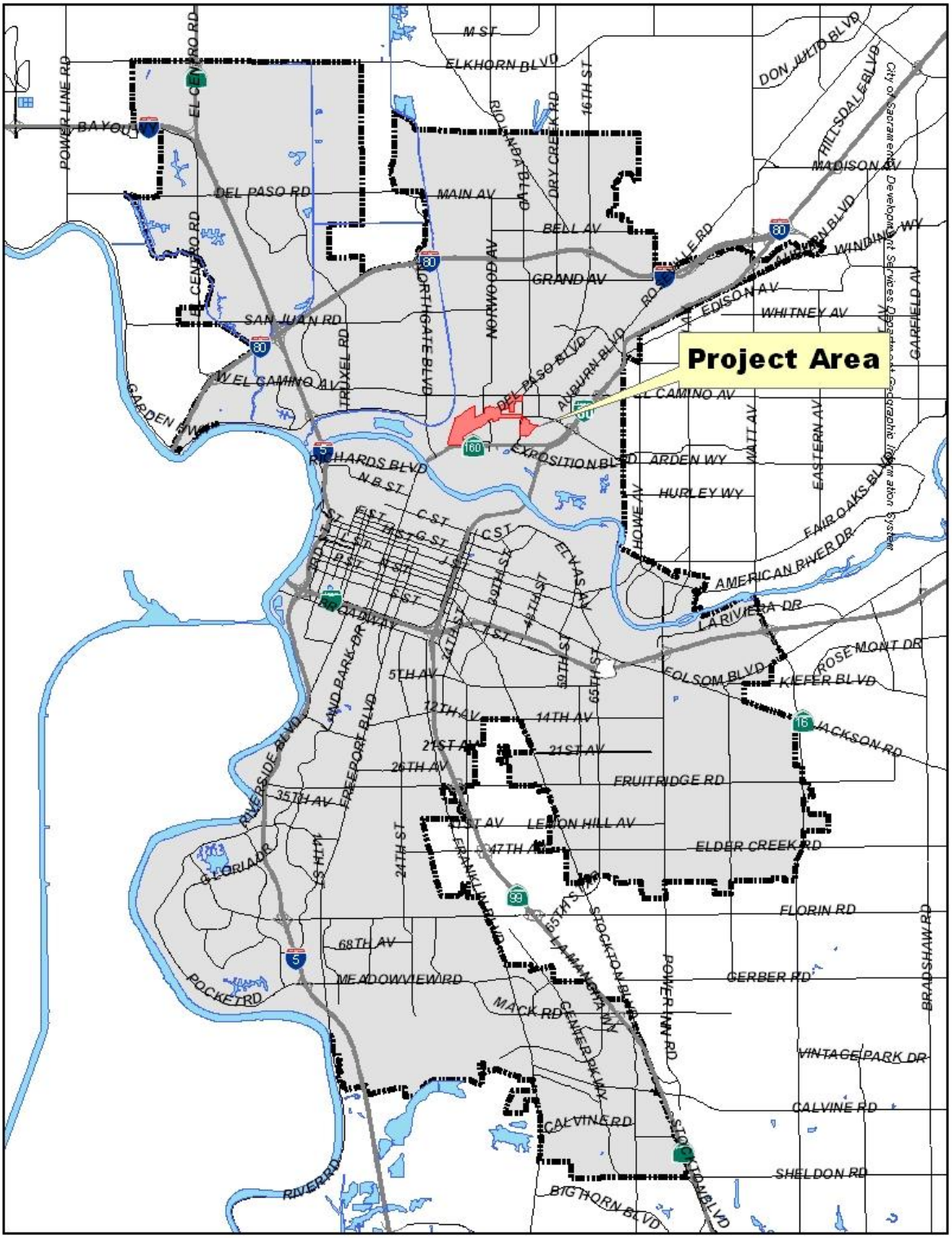
Attachment 1 - Vicinity Map

Attachment 2 - Rezones

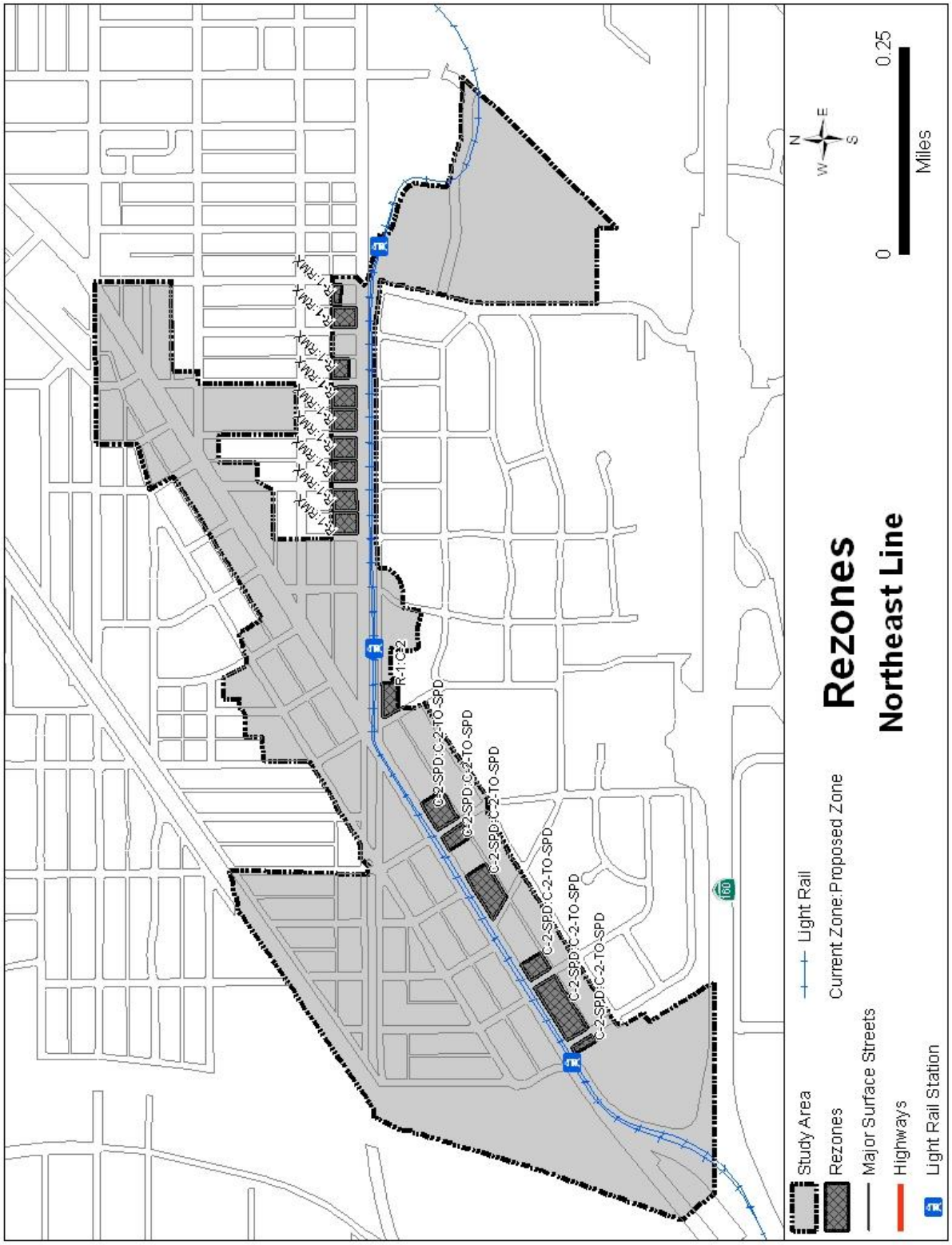
Attachment 3 - General Plan Land Use Changes

Attachment 4 - Expansion of the Del Paso Boulevard/Arden Way Special Planning District

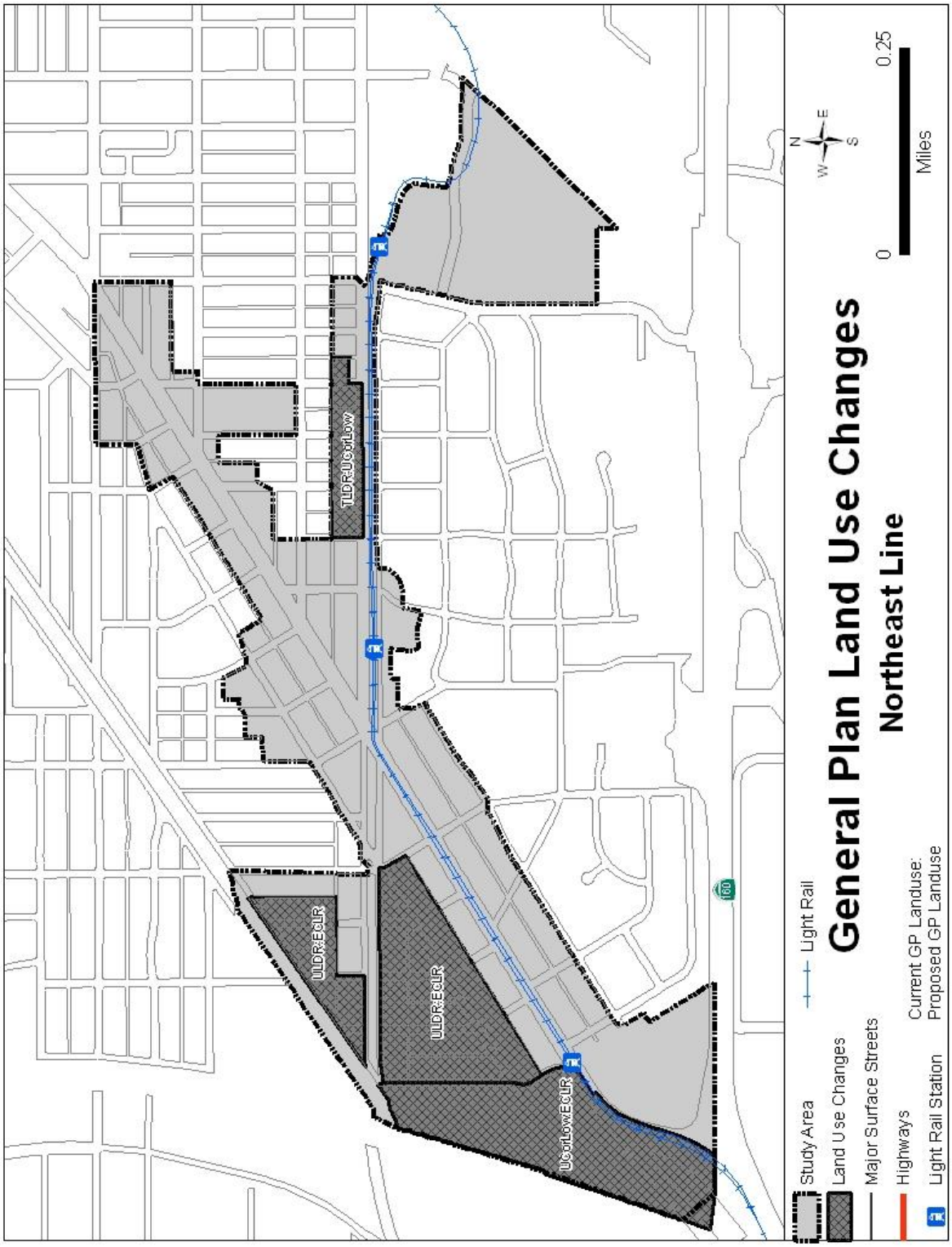
# ATTACHMENT 1
# VICINITY MAP



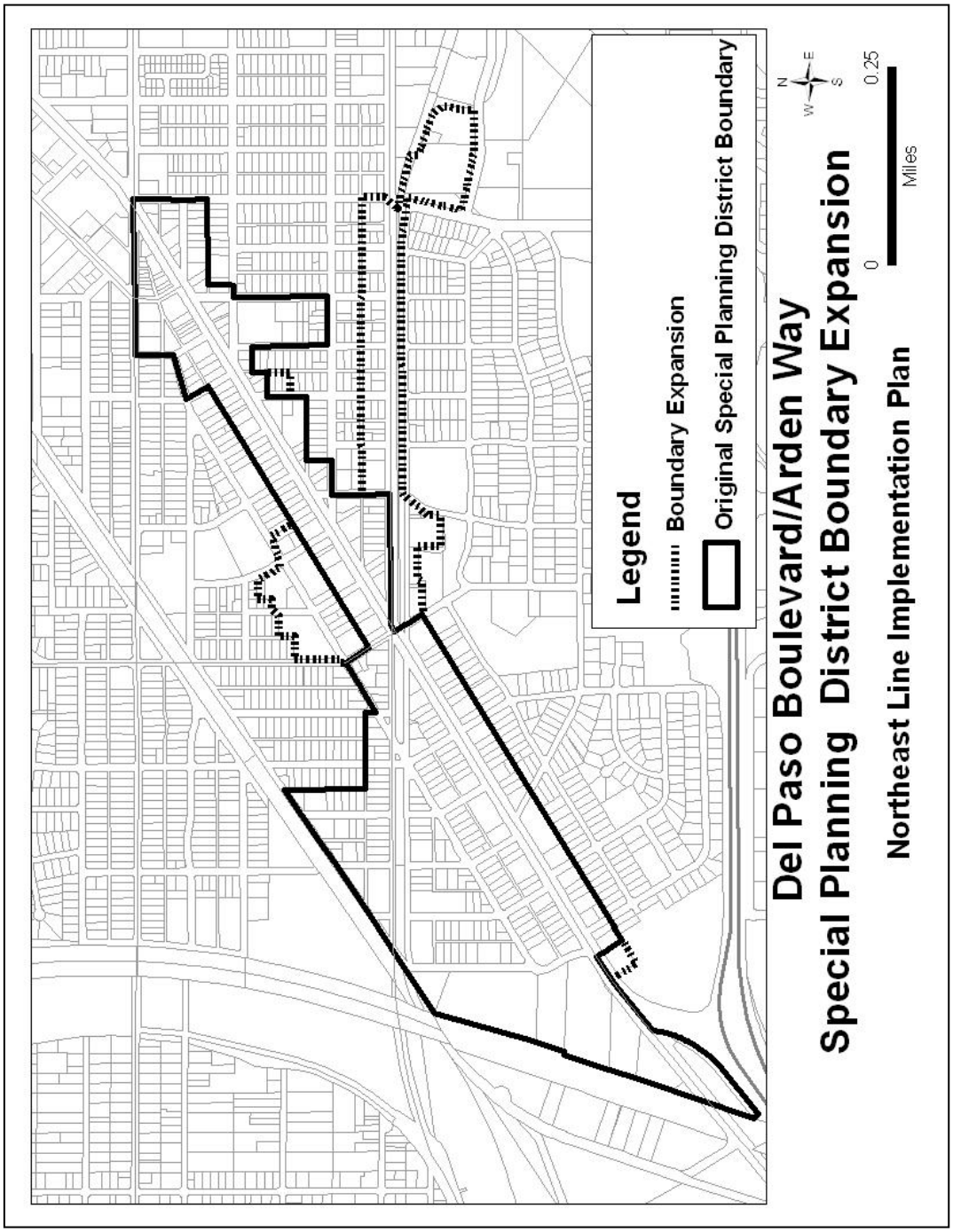
## ATTACHMENT 2
## Rezones



## ATTACHMENT 3
## General Plan Land Use Changes



## ATTACHMENT 3
## Expansion of the Del Paso Boulevard/Arden Way Special Planning District



# SECTION III – ENVIRONMENTAL CHECKLIST AND DISCUSSION

## LAND USE, POPULATION AND HOUSING, AGRICULTURAL RESOURCES

### Introduction

The California Environmental Quality Act (CEQA) requires the Lead Agency to examine the effects of a project on the physical conditions that exist within the area that would be affected by the project. CEQA also requires a discussion of any inconsistency between the proposed project and applicable general plans and regional plans.

An inconsistency between the proposed project and an adopted plan for land use development in a community would not constitute a physical change in the environment. When a project diverges from an adopted plan, however, it may affect planning in the community regarding infrastructure and services, and the new demands generated by the project may result in later physical changes in response to the project.

In the same manner, the fact that a project brings new people or demand for housing to a community does not, by itself, change the physical conditions. An increase in population may, however, generate changes in retail demand or demand for governmental services, and the demand for housing may generate new activity in residential development. Physical environmental impacts that could result from implementing the proposed project are discussed in the appropriate technical sections.

This section of the initial study identifies the applicable land use designations, plans and policies, and permissible densities and intensities of use, and discusses any inconsistencies between these plans and the proposed project. This section also discusses agricultural resources and the effect of the project on these resources.

### Discussion

The proposed project would rezone approximately 48 parcels to help facilitate transit supportive uses and allow more neighborhood friendly uses along the light rail corridor. Additionally, approximately 143 parcels will have general plan amendments. The 2030 General Plan was adopted by the City Council in March 2009. One of the general plan's stated purposes was to promote a more livable and walkable community, and the result of the rezoning and general plan amendments would be to support future land uses that are consistent with the 2030 General Plan goals and policies.

The project would also designate the Globe, Arden/Del Paso and Royal Oaks stations as a transit village. These actions would promote the use of public transit by helping to better integrate the light rail station into the community and to promote transit-supportive land uses in the vicinity of the station.

The land use designation changes and plans would be consistent with the letter and spirit of the general plan, and would encourage pedestrian-oriented, mixed-use development, as well as encourage the use of public transit. The project is consistent with the 2030 General Plan, and the cumulative effects of such development have been evaluated in the Master EIR.

No commercial agricultural operations are located in the project area. The project actions would not have any adverse effect on agricultural operations.

| Issues: | Effect will be studied in the EIR | Effect can be mitigated to less than significant | No additional significant environmental effect |
|---|---|---|---|
| 1. AESTHETICS, LIGHT AND GLARE<br>Would the proposal:<br>A) Have a substantial adverse effect on a scenic vista? | | | X |
| B) Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | | | X |
| C) Substantially degrade the existing visual character or quality of the site and its surroundings? | | | X |
| D) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | | | X |

**ENVIRONMENTAL SETTING**

The project area is located in an urbanized portion of the Sacramento community. Del Paso Boulevard is a major thoroughfare and is dominated by commercial and industrial uses. The section of Arden Way in the study area has sporadic commercial businesses intermixed with single family homes.

**STANDARDS OF SIGNIFICANCE**

For purposes of this Initial Study, aesthetics impacts may be considered significant if the proposed project would result in one or more of the following:

*Glare.* Glare is considered to be significant if it would be cast in such a way as to cause public hazard or annoyance for a sustained period of time.

*Light*. Light is considered significant if it would be cast onto oncoming traffic or residential uses.

**MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO PROJECT**

The 2030 General Plan includes goals and policies that encourage the retention of urban neighborhoods with attention to design of buildings and a mix if uses. (See 2030 General Plan, Land Use, Goal LU 4.4 and Policies 4.4.1 through 4.4.6) Major circulation corridors are recognized as important to access and travel within the community, but policies encourage good design and careful attention to visual and physical character. (See Goal LU 6.1 and Policies 6.1.10 through 6.1.14).

Potential impacts due to light and glare were identified in the Master EIR. Mitigation in the form of general plan policies reduced the cumulative impact to a less-than-significant level. (See Master EIR, Section 6.13, Urban Design and Visual Resources).

**MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO PROJECT**

6.13-1 City shall amend the Zoning Code to prohibit new development from:

1) using reflective glass that exceeds 50 percent of any building surface and on the ground three floors:
2) using mirrored glass;
3) using black glass that exceeds 25 percent of any surface of a building; and,
4) using metal building materials that exceed 50 percent of any street-facing surface of a primarily residential building.

**ANSWERS TO CHECKLIST QUESTIONS**

**A-D**

The project area is urbanized. Del Paso Boulevard and Arden Way are busy thoroughfares, and the parcels along Del Paso Boulevard are predominantly commercial, industrial and office sites. The section of Arden Way included in the project is a mix of single family residential and small commercial uses. The existing design review guidelines cover commercial and residential development and provide guidance for site design, exterior design, signage, height, scale, massing, orientation and landscaping. New development and exterior work on existing buildings would be subject to design review.

The design review standards would, in conjunction with existing regulations of the City regarding lighting, ensure that development activity in the project area would not have a demonstrably negative aesthetic effect, and that light sources would not affect neighboring properties or traffic.

The project is consistent with the goals of the 2030 General Plan, and the project would not have any additional significant environmental effects that were not considered in the Master EIR.

**MITIGATION MEASURES**

Mitigation Measure 6.13-1, set forth above, applies to the project. No additional mitigation is required.

**FINDINGS**

The project would have no additional project-specific environmental effects relating to Aesthetics.

| Issues: | Effect will be studied in the EIR | Effect can be mitigated to less than significant | No additional significant environmental effect |
|---|---|---|---|
| 2. AIR QUALITY<br>*Would the proposal:*<br>A) Conflict with or obstruct implementation of the applicable air quality plan? | | | X |
| B) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | | | X |
| C) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)? | | | X |
| D) Exposure sensitive receptors to substantial pollutant concentrations? | | | X |
| E) Create objectionable odors affecting a substantial number of people? | | | X |
| F) Interfere with or impede the City's efforts to reduce greenhouse gas emissions? | | | X |

**ENVIRONMENTAL AND REGULATORY SETTING**

In December 2006 the Environmental Protection Agency (EPA) revised the national ambient air quality standard for fine particle pollution to provide increased protection of public health and welfare. The revised standard is 35 micrograms per cubic meter (ug/$m^3$) for particles less than or equal to 2.5 micrometers in diameter ($PM_{2.5}$), averaged over 24 hours. In December 2008 the EPA Administrator identified nonattainment areas, and in October 2009 confirmed the designations. Sacramento County is included on this list, along with portions of surrounding counties that contribute to the nonattainment conditions. The designations became effective in INSERT DATE.

**STANDARDS OF SIGNIFICANCE**

The SMAQMD adopted the following thresholds of significance in 2002:

*Ozone and Particulate Matter*. An increase of nitrogen oxides (NOx) above 85 pounds per day for short-term effects (construction) would result in a significant impact. An increase of either ozone precursor, nitrogen oxides (NOx) or reactive organic gases (ROG), above 65 pounds per day for long-term effects (operation) would result in a significant impact (as revised by SMAQMD, March 2002). The threshold of significance for $PM_{10}$ is a concentration based threshold equivalent to the California Ambient Air Quality Standard (CAAQS). For $PM_{10}$, a project would have a significant impact if it would emit pollutants at a level equal to or greater than five percent of the CAAQS (50 micrograms/cubic meter for 24 hours) if there were an existing or projected violation; however, if a project is below the ROG and NOx thresholds, it can be assumed that the project is below the $PM_{10}$ threshold as well (SMAQMD, 2004).

*Carbon Monoxide.* The pollutant of concern for sensitive receptors is carbon monoxide (CO). Motor vehicle emissions are the dominant source of CO in Sacramento County (SMAQMD, 2004). For purposes of environmental analysis, sensitive receptor locations generally include parks, sidewalks, transit stops, hospitals, rest homes, schools, playgrounds and residences. Commercial buildings are generally not considered sensitive receptors. Carbon monoxide concentrations are considered significant if they exceed the 1-hour state ambient air quality standard of 20.0 parts per million (ppm) or the 8-hour state ambient standard of 9.0 ppm (state ambient air quality standards are more stringent than their federal counterparts).

*Toxic Air Contaminants.* The project would create a significant impact if it created a risk of 10 in 1 million for cancer (stationary sources only).

**MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT**

The following mitigation measures applicable to air quality were identified in the 2030 General Plan Master EIR, and will be applied to the project:

Greenhouse Gas Emissions and Climate Change: The Master EIR identified numerous policies included in the 2030 General Plan that addressed greenhouse gas emissions and climate change. See Draft MEIR, Chapter 8, and pages 8-49 et seq. The Master EIR is available for review at the offices of Development Services Department, 300 Richards Boulevard, 3rd Floor, Sacramento, CA during normal business hours, and is also available online at http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/.

Policies identified in the 2030 General Plan include directives relating to sustainable development patterns and practices, and increasing the viability of pedestrian, bicycle and public transit modes. A complete list of policies addressing climate change is included in the Master EIR in Table 8-5, pages 8-50 et seq; the Final MEIR included additional discussion of greenhouse gas emissions and climate change in response to written comments. See changes to Chapter 8 at Final MEIR pages 2-19 et seq. See also Letter 2 and response.

**ANSWERS TO CHECKLIST QUESTIONS**

**A-E**

The proposed project does not include any construction or development. The project would revise planning and land use standards applicable to future development. The project would encourage multi-modal transportation in the project area, including the use of light rail and bicycle.

The project would not result in overall emissions in excess of those utilized in the Master EIR for analysis of cumulative effects, and the project would not have any additional significant environmental effects.

**F**

The proposed project is consistent with the 2030 General Plan. Rezoning parcels, general plan land use changes and the adoption of the Transit Village District would promote pedestrian and bicycle access. Decreasing vehicle miles travelled is a key strategy in the City's efforts to reduce greenhouse gas emissions, and the project would support this effort. The cumulative effects of greenhouse gas emissions that could be generated by development under the 2030 General Plan was evaluated in the Master EIR, as noted above, and the project would not impede the City's efforts to comply with statewide mandates for reduction of greenhouse gases. The project would not have any additional significant environmental effect.

**MITIGATION MEASURES**

None required.

**Findings**

The project would have no additional project-specific environmental effects relating to Air Quality.

| Issues: | Effect will be studied in the EIR | Effect can be mitigated to less than significant | No additional significant environmental effect |
|---|---|---|---|
| 3. BIOLOGICAL RESOURCES<br>Would the proposal result in impacts to:<br><br>A) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | | | X |
| B) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | | | X |
| C) Have substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | | | X |
| D) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | | | X |
| E) Conflict with any local policies or ordinances protecting biological resources such as a tree preservation policy or ordinance? | | | X |
| F) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community conservation Plan, or other approved local, regional, or state habitat conservation plan? | | | X |

**ENVIRONMENTAL SETTING**

The project area is located in an urbanized portion of the Sacramento community. Del Paso Boulevard and Arden Way are busy thoroughfares, and the parcels along Del Paso Boulevard are predominantly commercial, industrial and office sites. The section of Arden Way included in the project is a mix of single family residential and small commercial uses. Most parcels have been developed, some with large expanses of asphalt paving for parking.

### STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact would be significant if any of the following conditions or potential thereof, would result with implementation of the proposed project:

- Creation of a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected;
- Substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal; or
- Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands).

For the purposes of this document, "special-status" has been defined to include those species, which are:

- Listed as endangered or threatened under the federal Endangered Species Act (or formally proposed for, or candidates for, listing);
- Listed as endangered or threatened under the California Endangered Species Act (or proposed for listing);
- Designated as endangered or rare, pursuant to California Fish and Game Code (Section 1901);
- Designated as fully protected, pursuant to California Fish and Game Code (Section 3511, 4700, or 5050);
- Designated as species of concern by U.S. Fish and Wildlife Service (USFWS), or as species of special concern to California Department of Fish and Game (CDFG);
- Plants or animals that meet the definition of rare or endangered under the California Environmental Quality Act (CEQA).

### ANSWERS TO CHECKLIST QUESTIONS

#### A-F

The project area is dominated by Del Paso Boulevard and Arden Way, two busy thoroughfares. Parcels in the project have been developed, primarily with commercial, industrial, and residential uses. Some of the commercial uses that occupy large sites have been paved with asphalt for parking.

Some individual parcels remain vacant. These consist primarily of ruderal vegetation that is cleared periodically for fire safety purposes.

The project does not include construction or development, and would have no immediate effect on any vacant parcels. Land use designation and design changes proposed by the project would guide future development.

Development encouraged by the project in the project area would include renovations of existing structures, improved landscaping and design standards and encouragement of multi-modal transportation. None of these aspects of the project would have any demonstrable effect on biological resources, and the project would have no additional significant effect regarding such resources.

**MITIGATION MEASURES**

None required.

**FINDINGS**

The project would have no additional project-specific environmental effects relating to Biological Resources.

| Issues: | Effect will be studied in the EIR | Effect can be mitigated to less than significant | No additional significant environmental effect |
|---|---|---|---|
| 4. CULTURAL RESOURCES<br>*Would the proposal:*<br>A) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5? | | | X |
| B) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5? | | | X |
| C) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | | | X |
| D) Disturb any human remains, including those interred outside of formal cemeteries? | | | X |

**ENVIRONMENTAL SETTING**

**STANDARDS OF SIGNIFICANCE**

For purposes of this Initial Study, cultural resource impacts may be considered significant if the proposed project would result in one or more of the following:

1. Cause a substantial change in the significance of a historical or archaeological resource as defined in CEQA Guidelines Section 15064.5 or

2. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. Answers to Checklist Questions

**MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT**

The Master EIR acknowledged that the cumulative effects of development that could occur pursuant to the 2030 General Plan would be significant and unavoidable. (See Impact 6.4-1, Master EIR page 6.4-26). Various goals and policies of the 2030 General Plan were identified as mitigating such effects, including responsibility of the City to identify such resources (Policy HCR 2.1.1) and Policy 2.1.14, which provides that demolition of historic resources should be considered only as a last result. The goals and policies mitigating effects are set forth in the Master EIR, pages 6.4-22-25.

### ANSWERS TO CHECKLIST QUESTIONS

**A-D**

The Historic and Cultural Resources element of the 2030 General Plan addresses the treatment of such resources if they are encountered as part of development activity. The policies calls for identification of such resources, and requires efforts to be undertaken to preserve such resources, with demolition being a last resort. (Policy HCR 2.1.14).

The proposed project does not include any proposal for construction on any specific site. The project seeks to revise various planning provisions that apply to parcels in the project area in an effort to facilitate later development and re-use. Individual projects would be subject to CEQA review as they are proposed if they require discretionary review by the City.

The project is consistent with the 2030 General Plan, and would support the City's efforts to encourage development of neighborhoods that provide a range of services and that minimize vehicle miles traveled. The cumulative effects of the proposed project have been considered in the Master EIR, and the project would have no additional significant environmental effects.

### MITIGATION MEASURES

None required.

### FINDINGS

The project would have no additional project-specific environmental effects relating to Cultural Resources.

| Issues: | Effect will be studied in the EIR | Effect can be mitigated to less than significant | No additional significant environmental effect |
|---|---|---|---|
| 5. ENERGY<br>Would the proposal result in impacts to:<br><br>A) Power or natural gas? | | | X |
| B) Use non-renewable resources in a wasteful and inefficient manner? | | | X |
| C) Substantial increase in demand of existing sources of energy or require the development of new sources of energy? | | | X |

**STANDARDS OF SIGNIFICANCE**

For purposes of this Initial Study, energy impacts may be considered significant if the proposed project would result in one or more of the following:

*Gas Service*. A significant environmental impact would result if a project would require PG&E to secure a new gas source beyond their current supplies.

*Electrical Services.* A significant environmental impact would occur if a project resulted in the need for a new electrical source (e.g., hydroelectric and geothermal plants).

**MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT**

None available.

**ANSWERS TO CHECKLIST QUESTIONS**

**A-C**

The project would alter some land use regulations in the project area with the goal of encouraging re-use and redevelopment of parcels. Any new uses would utilize existing energy suppliers. New development or redevelopment would be subject to regulations relating to energy usage. With compliance with these regulations and codes, no significant additional environmental effects would occur due to energy issues.

### MITIGATION MEASURES

None required.

### FINDINGS

The project would have no additional project-specific environmental effects relating to Energy.

| Issues: | Effect will be studied in the EIR | Effect can be mitigated to less than significant | No additional significant environmental effect |
|---|---|---|---|
| 6.GEOLOGY AND SOILS<br>Would the project:<br><br>A) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:<br>i.) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.<br>ii.) Strong seismic ground shaking?<br>iii.) Seismic-related ground failure, including liquefaction?<br>iv.) Landslides? | | | X |
| B) Result in substantial soil erosion or the loss of topsoil? | | | X |
| C) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | | | X |
| D) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? | | | X |
| E) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | | | X |

**STANDARDS OF SIGNIFICANCE**

For the purposes of this Initial Study, an impact is considered significant if it allows a project to be built that will either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards.

**SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS**

The Master EIR indicated that soil and geologic conditions are site-specific, and there is little, if any, cumulative relationship between implementation of the general plan and cumulative actions in other jurisdictions. Adherence to relevant plans, codes and regulations with respect to project design and construction reduces project-specific and cumulative effects to a less-than-significant level. (Master EIR, page 6.5-26).

**MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT**

Goals and policies in the 2030 General Plan that apply to geologic and soil conditions are set forth at pages 6.5-17-19. These provide that the City shall conduct a geotechnical investigation of proposed development sites that determine the potential for ground rupture, earth shaking and liquefaction.

**ANSWERS TO CHECKLIST QUESTIONS**

**A-E**

The proposed project does not include any proposal for development. The project would modify land use regulations within the project area with the goal of encouraging re-use and redevelopment of parcels within the project area. Any specific development proposal would be subject to the City's standard building regulations, including inspection and enforcement of the applicable building code. Implementation of the standard building regulations would ensure that any development would be conducted in a manner that takes proper account of specific geologic or soil conditions at the site.

The Master EIR evaluated the cumulative effects of building that would be allowed under the 2030 General Plan. The proposed project does not propose any development or other change that was not evaluated in the Master EIR, and there would be no additional significant effects due to the project.

**MITIGATION MEASURES**

None required.

**FINDINGS**

The project would have no additional project-specific environmental effects relating to Geology and Soils.

| | Effect will be | Effect can be | No additional |
|---|---|---|---|

| Issues: | studied in the EIR | mitigated to less than significant | significant environmental effect |
|---|---|---|---|
| 7. HAZARDS<br>Would the project:<br>A) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | | | X |
| B) Create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | | | X |
| C) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | | | X |
| D) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | | | X |
| E) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport, or public use airport, would the project result in a safety hazard for people residing or working in the project area? | | | X |
| F) For a project within the vicinity of private airstrip, would the project result in a safety hazard for people residing or working in the project area? | | | X |
| G) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | | | X |
| H) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | | | X |

**ENVIRONMENTAL AND REGULATORY SETTING**

Federal regulations and regulations adopted by the Sacramento Metropolitan Air Quality Management District (SMAQMD) apply to the identification and treatment of hazardous materials during demolition and construction activities. Failure to comply with these regulations

respecting asbestos may result in a Notice of Violation being issued by the AQMD and civil penalties under state and/or federal law, in addition to possible action by U.S. EPA under federal law.

Federal law covers a number of different activities involving asbestos, including demolition and renovation of structures (40 CFR § 61.145).

**SMAQMD Rule 902 and Commercial Structures**

The work practices and administrative requirements of Rule 902 apply to all commercial renovations and demolitions where the amount of Regulated Asbestos-Containing Material (RACM) is greater than:

- 260 lineal feet of RACM on pipes, or
- 160 square feet of RACM on other facility components, or
- 35 cubic feet of RACM that could not be measured otherwise.

The administrative requirements of Rule 902 apply to any demolition of commercial structures, regardless of the amount of RACM.

**Asbestos Surveys**

To determine the amount of RACM in a structure, Rule 902 requires that a survey be conducted prior to demolition or renovation unless:

- the structure is otherwise exempt from the rule, or
- any material that has a propensity to contain asbestos (so-called "suspect material") is treated as if it is RACM.

Surveys must be done by a licensed asbestos consultant and require laboratory analysis. Asbestos consultants are listed in the phone book under "Asbestos Consultants." Large industrial facilities may use non-licensed employees if those employees are trained by the U.S. EPA. Questions regarding the use of non-licensed employees should be directed to the AQMD.

**Removal Practices, Removal Plans/Notification and Disposal**

If the survey shows that there are asbestos-containing materials present, the SMAQMD recommends leaving it in place.

If it is necessary to disturb the asbestos as part of a renovation, remodel, repair or demolition, Cal OSHA and the Contractors State License Board require a licensed asbestos abatement contractor be used to remove the asbestos-containing material.

There are specific disposal requirements in Rule 902 for friable asbestos-containing material, including disposal at a licensed landfill. If the material is non-friable asbestos, any landfill willing to accept asbestos-containing material may be used to dispose of the material.

**STANDARDS OF SIGNIFICANCE**

For the purposes of this Initial Study, an impact is considered significant if the proposed project would:

- expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities;
- expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or other hazardous materials; or
- expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities.

**SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS**

The Master EIR indicated that the impacts from potential hazards and materials are usually site-specific, and there is a relative absence of cumulative effects. Due to the regulation that substantially controls the use and disposition of hazardous materials, the Master EIR concluded that effects from development that could occur pursuant to the 2030 General Plan were less than significant.

**MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT**

Goals and policies of the 2030 General Plan require investigation of development sites for contamination (Policy PHS 3.1.1), compliance with regulations that require a hazardous materials management plan when appropriate, and preparation of various plans to provide community-wide programs for response to spills or other incidents. See Master EIR, pages 6.6-1920.

**ANSWERS TO CHECKLIST QUESTIONS**

**A-H**

The project area is located in an urbanized portion of the City of Sacramento. The project does not propose any specific development, and the modifications proposed to the various land use regulations are for the purpose of encouraging the re-use and redevelopment of parcels within the project area.

The land uses primarily subject to the project are commercially-zoned parcels. The project would not increase the likelihood that new uses might locate in the area that include the use of noxious or hazardous materials.

The project, by encouraging re-use and redevelopment, would improve infrastructure and access in the project area. These changes would improve the City's ability to respond to any hazardous materials incidents, and would improve emergency access in the project area. Future site specific development may have additional significant environmental effects that were not considered in the Master EIR.

**MITIGATION MEASURES**

None required.

**FINDINGS**

The project would have no additional project-specific environmental effects relating to Hazards.

| | Effect will be studied in the EIR | Effect can be mitigated to less than | No additional significant environmental |
|---|---|---|---|

| Issues: | | significant | effect |
|---|---|---|---|
| 8. HYDROLOGY AND WATER QUALITY<br>Would the project:<br><br>A) Violate any water quality standards or waste or discharge requirements? | | | X |
| B) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to level which would not support existing land uses or planned uses for which permits have been granted)? | | | X |
| C) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? | | | X |
| D) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? | | | X |
| E) Otherwise substantially degrade water quality? | | | X |
| F) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | | | X |
| G) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? | | | X |
| H) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | | | X |

**STANDARDS OF SIGNIFICANCE**

*Water Quality.* For purposes of this Initial Study, an impact is considered significant if the proposed project would substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increased sediments and other contaminants generated by construction and/or operational activities.

*Flooding.* For purposes of this Initial Study, an impact is considered significant if the proposed project substantially increases exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood.

### SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The cumulative effects relating to hydrology and water quality that were identified in the Master EIR relate primarily to the development of vacant parcels. The project area has been almost completely developed with urban uses. The Master EIR concluded that the various local, state and federal regulations regulating drainage and water quality were effective to reduce any effects to a less-than-significant level.

### MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

None required.

### ANSWERS TO CHECKLIST QUESTIONS

**A-E**

The project area is located in an urbanized portion of the City of Sacramento. The project does not propose any specific new development. Development or redevelopment of any parcel within the project area would be subject to review and approval and would include review of any proposal to increase or divert runoff from the affected site. The cumulative effects of development allowable under the 2030 General Plan were evaluated in the Master EIR, and the proposed project would have no additional significant environmental effects.

**F-H**

Most parcels within the project area have been developed with urban uses. Approval of the project would not result in any substantial increase in population or increase in exposure to flood hazards. The Master EIR evaluated such concerns and the project would have no additional significant environmental effects.

### MITIGATION MEASURES

None required.

### FINDINGS

The project would have no additional project-specific environmental effects relating to Hydrology and Water Quality.

| Issues: | Effect will be studied in the EIR | Effect can be mitigated to less than significant | No additional significant environmental effect |
|---|---|---|---|
| 9. NOISE<br>Would the project result in:<br>A) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | | | X |
| B) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | | | X |
| C) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | | | X |
| D) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | | | X |
| E) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | | | X |
| F) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | | | X |

**STANDARDS OF SIGNIFICANCE**

Thresholds of significance are those established by the Title 24 standards and by the 2030 General Plan Noise Policies and the City Noise Ordinance. Noise and vibration impacts resulting from the implementation of the proposed project would be considered significant if they cause any of the following results:

- Exterior noise levels at the proposed project exceeding the upper value of the normally acceptable category for various land uses caused by noise level increases due to the project. (2030 General Plan, Table EC-1, 2009).

- Residential interior noise levels of $L_{dn}$ 45 dB or greater caused by noise level increases due to the project;

- Construction noise levels not in compliance with the City of Sacramento Noise Ordinance;
- Occupied existing and project residential and commercial areas are exposed to vibration and peak particle velocities greater than 0.5 inches per second due to project construction;
- Project residential and commercial areas are exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations; and
- Historic buildings and archaeological sites are exposed to vibration peak particle velocities greater than 0.25 inches per second due to project construction, highway traffic, and rail operations.

#### SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Noise and vibration associated with development that could occur pursuant to the 2030 General Plan could increase on a cumulative basis. The Master EIR concluded that residential development that could occur could be exposed to significant noise levels that exceed the City's applicable thresholds, and that such effects were significant and unavoidable.

#### MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

The general plan goals and policies that serve to reduce the effects from increased noise due to new development are set forth in the Master EIR, pages 6.8-24 to 26. These goals and policies establish noise standards for interior and exterior for various land uses. New mixed-use, commercial and industrial development is required to mitigate operational noise impacts to adjoining sensitive uses. (Policy EC 3.1.8)

#### ANSWERS TO CHECKLIST QUESTIONS

### A-F

The project area is generally located within the 65 dB CNEL contour. The project does not propose any specific development, and the re-use and redevelopment of parcels that would be encouraged by the project would not result in new sources of substantial noise or vibration. Construction activities at specific sites that were later redeveloped could result in construction noise, but construction noise is regulated by the City Code and would result in less than significant effects.

The cumulative effects of development that could occur consistent with the 2030 General Plan were evaluated in the Master EIR, and the project would have no additional significant environmental effects relating to noise or vibration.

#### MITIGATION MEASURES

None required.

### Findings

The project would have no additional project-specific environmental effects relating to Noise.

| Issues: | Effect will be studied in the EIR | Effect can be mitigated to less than significant | No additional significant environmental effect |
|---|---|---|---|
| 10. PUBLIC SERVICES<br>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:<br><br>A) Fire protection? | | | X |
| B) Police protection? | | | X |
| C) Schools? | | | X |
| D) Parks? | | | X |
| E) Other public facilities? | | | X |

**STANDARDS OF SIGNIFICANCE**

For the purposes of this Initial Study, an impact would be considered significant if the project resulted in the need for new or altered services related to fire protection, police protection, school facilities, roadway maintenance, or other governmental services beyond what was anticipated in the 2030 General Plan.

**SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS**

The Master EIR identified goals and policies that would mitigate the effects of new development on public health and safety (Master EIR, pages 6.10-10 to 11); fire protection (Master EIR, pages 6.10-21 to 22); schools (Master EIR, pages 6.10-39 to 40); libraries (Master EIR, pages 6.10-51 to 53); and emergency services (Master EIR, pages 6.10-64 to 65). The Master EIR concluded that these policies were effective to reduce all cumulative effects to a less-than-significant level.

**MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT**

None applicable.

**ANSWERS TO CHECKLIST QUESTIONS**

**A-E**

The project area is located in an urbanized portion of the City of Sacramento, and is served by various municipal services. The project proposes modification of land use regulations for the project area that are intended to encourage re-use and redevelopment of parcels within the project area. No substantial increase in population is proposed, and the re-use and redevelopment of sites would result in improvements in access, infrastructure and general conditions in the area. These improvements have the goal of reducing hazards and improving general conditions with an accompanying reduction if demand for services for fire and police.

The Master EIR evaluated the cumulative effects of development that could occur under the 2030 General Plan, and the project would result in no additional significant environmental effects.

**MITIGATION MEASURES**

None required.

**FINDINGS**

The project would have no additional project-specific environmental effects relating to Public Services.

| Issues: | Effect will be studied in the EIR | Effect can be mitigated to less than significant | No additional significant environmental effect |
|---|---|---|---|
| 11. RECREATION<br><br>A) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | | | X |
| B) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | | | X |

**STANDARDS OF SIGNIFICANCE**

For purposes of this Initial Study, impacts to recreational resources are considered significant if the proposed project would do either of the following:

- cause or accelerate substantial physical deterioration of existing area parks or recreational facilities; or
- create a need for construction or expansion of recreational facilities beyond what was

anticipated in the 2030 General Plan.

**SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS**

Goals and policies in the 2030 General Plan that relate to recreation and recreational resources were identified in the Master EIR at pages 6.9-13 to 18. The Master EIR concluded that the cumulative effects on such resources were less than significant.

**MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT**

None required.

**ANSWERS TO CHECKLIST QUESTIONS**

**A-B**

The project proposes modification of land use regulations for the purpose of encouraging the re-use and redevelopment of commercial parcels within the project area. The project would not result in any substantial increase in population beyond that identified in the 2030 General Plan, and would not increase the demand for existing recreational facilities. The cumulative effects were evaluated in the Master EIR, and the project would have no additional significant environmental effects relating to recreation.

**MITIGATION MEASURES**

None required.

**FINDINGS**

The project would have no additional project-specific environmental effects relating to Recreation.

| Issues: | Effect remains significant with all identified mitigation | Effect can be mitigated to less than significant | No additional significant environmental effect |
|---|---|---|---|
| 12. TRANSPORTATION AND CIRCULATION<br>Would the project:<br><br>A) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections? | | | X |
| B) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? | | | X |
| C) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | | | X |
| D) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | | | X |
| E) Result in inadequate emergency access? | | | X |
| F) Result in inadequate parking capacity? | | | X |
| G) Conflict with adopted policies, plans, or programs supporting alternative modes of transportation (e.g., bus turnouts, bicycle racks)? | | | X |

**STANDARDS OF SIGNIFICANCE**

The standards of significance for Transportation utilize policies in the 2030 General Plan, Mobility Element and, when appropriate, standards used by regulatory agencies. For traffic flow on the freeway system, the standards of Caltrans have been used.

Roadway Segments

A significant traffic impact occurs for roadway segments when:

1. The traffic generated by a project degrades peak period Level of Service (LOS) from A,B,C or D (without the project) to E or F (with project); or

2. The LOS (without project) is E or F, and project generated traffic increases the Volume-to-Capacity Ratio (V/C ratio) by 0.02 or more.

**Intersections**

A significant traffic impact occurs for intersections when:

1. The traffic generated by a project degrades peak period level of service from A, B, C or D (without project) to E or F (with project); or

2. The LOS (without project) is E or F, and project generated traffic increases the peak period average vehicle delay by five seconds or more.

**Freeway Facilities**

Caltrans considers the following to be significant impacts:

- Off-ramps with vehicle queues that extend into the ramp's deceleration area or onto the freeway;
- Project traffic increases that cause any ramp's merge/diverge level of service to be worse than the freeway's level of service;
- Project traffic increases that cause the freeway level of service to deteriorate beyond level of service threshold defined in the Caltrans Route Concept Report for the facility; or
- The expected ramp queue is greater than the storage capacity.

**Transit**

Impacts to the transit system are considered significant if the proposed project would:

- Adversely affect public transit operations or
- Fail to adequately provide for access to public transit.

**Bicycle Facilities**

Impacts to bicycle facilities are considered significant if the proposed project would:

- Adversely affect bicycle travel, bicycle paths or
- Fail to adequately provide for access by bicycle.

**Pedestrian Circulation**

Impacts to pedestrian circulation are considered significant if the proposed project would:

- adversely affect pedestrian travel, pedestrian paths or
- fail to adequately provide for access by pedestrians.

**Parking**

Impacts to parking are considered significant if the proposed project would eliminate or adversely affect an existing parking facility, interfere with the implementation of a proposed parking facility, or result in an inadequate supply of parking.

### SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The Master EIR acknowledged that cumulative development associated with the 2030 General Plan would result in significant and unavoidable effects. The goals and policies relating to transportation infrastructure were identified at pages 6.12-49 to 58.

### MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

New projects in the project area would be subject to Policy M 1.2.2 that calls for the City to allow flexible level of service (LOS) standards. A central theme of the 2030 General Plan is the encouragement of infill projects and the re-use and redevelopment of parcels within the urban core.

Goal 4.2 in the Mobility Element calls for development of a transportation system that balances the diverse needs of the users of the public right-of-way. Policies M 4.2.1 to M 4.2.6 implement this goal and would apply to the project area.

### ANSWERS TO CHECKLIST QUESTIONS

**A-G**

The proposed project would modify land use designations for some parcels within the project area. One of the project's primary goals is to provide a more attractive economic environment for re-use of parcels that are either vacant or under-used.

The project does not propose any new development on any specific parcel, and there would be no increase in traffic attributable to the project. The City's roadway infrastructure, including ways of travel for pedestrians and bicycles, is identified in the Master EIR, and any new, expanded or redeveloped uses would be required to adhere to the standards set forth in the 2030 General Plan Mobility Element as part of individual projects.

The project would not have any additional significant environmental effects relating to transportation and circulation.

### MITIGATION MEASURES

None required.

### FINDINGS

The project would have no additional project-specific environmental effects relating to Transportation and Circulation.

| Issues: | Effect will be studied in the EIR | Effect can be mitigated to less than significant | No additional significant environmental effect |
|---|---|---|---|
| 13. UTILITIES AND SERVICE SYSTEMS<br>Would the project:<br>A) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | | | X |
| B) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | | | X |
| C) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | | | X |
| D) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | | | X |
| E) Result in a determination by the wastewater treatment provider which serves or may serve the project's projected demand in addition to the provider's existing commitments? | | | X |
| F) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid water disposal needs? | | | X |
| G) Comply with federal, state, and local statutes and regulations related to solid waste? | | | X |

**STANDARDS OF SIGNIFICANCE**

For purposes of this Initial Study, an impact is considered significant if the proposed project would:

- Result in a detriment to microwave, radar, or radio transmissions;
- Create an increase in water demand of more than 10 million gallons per day;
- Substantially degrade water quality;
- Generate more than 500 tons of solid waste per year; or
- Generate stormwater that would exceed the capacity of the stormwater system.

### SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The 2030 General Plan identified impacts for future water supply and sewer treatment capacity that were significant unavoidable.

### MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

The policies relating to water and sewer supply relate primarily to City-wide planning for treatment capacity, and do not affect specific projects.

### ANSWERS TO CHECKLIST QUESTIONS

**A-G**

One of the primary goals of the proposed project is to encourage re-use and redevelopment of existing developed parcels within the project area. Such use of existing developed parcels would not create substantial new demand for water or sewer services beyond that identified in the 2030 General Plan, and the cumulative effect of any new demand has been adequately addressed in the Master EIR. There are no additional significant environmental effects.

### MITIGATION MEASURES

None required.

### FINDINGS

The project would have no additional project-specific environmental effects relating to Utilities and Service Systems.

**MANDATORY FINDINGS OF SIGNIFICANCE**

| Issues: | Effect remains significant with all identified mitigation | Effect can be mitigated to less than significant | No additional significant environmental effect |
|---|---|---|---|
| 14. MANDATORY FINDINGS OF SIGNIFICANCE<br><br>A.) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | | | X |
| B.) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) | | | X |
| C.) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | | | X |

**Answers to Checklist Questions**

**A -C**

The project proposes to modify land use regulations within the project area to encourage the re-use and redevelopment of parcels along commercial corridors in the project area. The project area is urbanized and served with a full range of urban services.

The project does not propose any specific development. Development that occurs in the project area would primarily involve developed parcels that were previously used for commercial operations. The redevelopment of these parcels would likely improve conditions regarding water quality and landscaping.

The cumulative effects of development consistent with the 2030 General Plan were evaluated in the Master EIR. The project would have no additional significant environmental effects.

## SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would potentially be affected by this project.

| | | | |
|---|---|---|---|
| | Aesthetics | | Hazards |
| | Air Quality | | Noise |
| | Biological Resources | | Public Services |
| | Cultural Resources | | Recreation |
| | Energy and Mineral Resources | | Transportation/Circulation |
| | Geology and Soils | | Utilities and Service Systems |
| | Hydrology and Water Quality | | |
| | | | |
| X | None Identified | | |

## SECTION V - DETERMINATION

**On the basis of the initial study:**

I find that (a) the proposed project is an anticipated subsequent project identified and described in the 2030 General Plan Master EIR; (b) the proposed project is consistent with the 2030 General Plan land use designation and the permissible densities and intensities of use for the project site; and (c) the proposed project **will not** have any project-specific additional significant environmental effects not previously examined in the Master EIR, and no new mitigation measures or alternatives will be required. Mitigation measures from the Master EIR will be applied to the proposed project as appropriate. Notice shall be provided pursuant to CEQA Guidelines Section 15087. (CEQA Guidelines Section 15177(b))

Signature Date

Scott Johnson, Associate Planner

## REFERENCES CITED

Air Resources Board, GHG Emission Inventory Summary (1990-2004) **http://www.arb.ca.gov/app/ghg/ghg_sector_data_php**

City of Sacramento. 2009 *2030 General Plan*.

City of Sacramento. 2008. *Sacramento 2030 General Plan Master Environmental Impact Report*

City of Sacramento, Department of Utilities. 2007. *Table 3-2 Stormwater Quality Control Measure Selection Matrix in the Stormwater Quality Design Manual.*

Institute for Transportation Engineers, Trip Generation 7th Edition

Sacramento Metropolitan Air Quality Management District (SMAQMD) 2004. *Guide to Air Quality Assessment in Sacramento County.*

**Attachment 3**

# DRAFT RESOLUTION NO. 2010- ___

Adopted by the Sacramento City Council

**AMENDING THE NORTH SACRAMENTO COMMUNITY PLAN CHAPTER OF THE 2030 GENERAL PLAN TO ADD POLICIES FOR THE NORTHEAST LINE TRANSIT VILLAGES AND TO ESTABLISH THE NORTHEAST LINE TRANSIT VILLAGE DEVELOPMENT DISTRICTS FOR THE GLOBE, ARDEN/DEL PASO, AND ROYAL OAKS LIGHT RAIL STATIONS (LR09-021)**

## BACKGROUND

A. On October 15, 2002, the City Council accepted the Transit for Livable Communities (TLC) recommendations, which provided recommendations and strategies for transit-supportive development proximate to existing and future light rail stations.

B. On July 24, 2007, the City Council accepted the Northeast Line Light Rail Stations Plan as the guiding vision for development within the quarter mile radius around the Globe, Arden/Del Paso, and Royal Oaks light rail stations. This plan consisted of design guidelines, recommended land use changes and an infrastructure assessment.

C. On March 3, 2009, the City Council adopted the 2030 General Plan, which includes land use and policy direction to promote infill development in key opportunity areas, including commercial corridors and areas served by transit, such as the Northeast Line Light Rail Corridor.

D. On October 6, 2009, the City Council designated the Northeast Line Light Rail Corridor as a Tier 2, shovel-ready area in order to promote reinvestment efforts in the area and to prepare the area for new development that would fulfill the vision of the 2030 General Plan and other past planning efforts.

E. The policies in Exhibit A, comprising the Northeast Line Transit Village Plan for the Globe, Arden/Del Paso, and Royal Oaks stations, are consistent with the goals and policies of the North Sacramento Community Plan and the 2030 General Plan.

F. The policies included in Exhibit A of this resolution support the City's vision for the Northeast Line Light Rail Corridor and were drafted in accordance with the provisions of the State Transit Village Development Act (Government Code section 65460 et seq.), which encourages mixed-use development at higher densities around transit stations.

G. On February 10, 2011 the City Planning Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve the components of the Northeast Line Implementation Plan, including the amendments to the North Sacramento Community Plan chapter of the 2030 General Plan as set forth in Exhibit A (LR09-021).

H. On March 15, 2011 the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Sections 17.200.010(C)(2) (a) and (c) (publication), and received and considered evidence concerning the Northeast Line Implementation Plan, including the amendments to the North Sacramento Community Plan chapter of the 2030 General Plan as set forth in Exhibit A (LR09-021).

**BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:**

**Section 1**. Environmental Determination: The City Council has approved the environmental review of the Project as being within the scope of the 2030 General Plan Master EIR by Resolution No. ___.

**Section 1.** The North Sacramento Community Plan chapter of the 2030 General Plan is hereby amended to add the language and policies related to urban development in the Northeast Line Corridor as identified in Exhibit A.

**Section 2.** All that land within the North Sacramento Community Plan that is not more than a quarter mile from the Globe light rail station is hereby designated the Globe Transit Village Development District pursuant to the Transit Village Development Planning Act of 1994 (Government Code section 65460 et seq.). The Northeast Line Transit Village Plan set forth in Exhibit A and supporting policies have been prepared and are adopted as the transit village plan for the district.

**Section 3.** All that land within the North Sacramento Community Plan that is not more than a quarter mile from the Arden/Del Paso light rail station is hereby designated the Arden/Del Paso Transit Village Development District pursuant to the Transit Village Development Planning Act of 1994 (Government Code section 65460 et seq.). The Northeast Line Transit Village Plan set forth in Exhibit A and supporting policies have been prepared and are adopted as the transit village plan for the district.

**Section 4.** All that land within the North Sacramento Community Plan that is not more than a quarter mile from the Royal Oaks light rail station is hereby designated the Royal Oaks Transit Village Development District pursuant to the Transit Village Development Planning Act of 1994 (Government Code section 65460 et seq.). The Northeast Line Transit Village Plan set forth in Exhibit A and supporting policies and have been prepared and are adopted as the transit village plan for the district.

**Section 5.** Exhibit A is a part of this Resolution.

Table of Contents:

Exhibit A – North Sacramento Community Plan Amendment Language and Figures

**Exhibit A**

# North Sacramento Community Plan Amendment Language and Figures

*[To be inserted after the infrastructure challenges discussion on page 3-NS-17 of the North Sacramento Community Plan chapter of the City's 2030 General Plan.]*

## *Policies for the Northeast Line Transit Village Plan*

In order to promote reinvestment and the long-term success of the Northeast Line Light Rail Corridor, the City prepared the Northeast Line Implementation Plan (2011), a planning effort to promote new housing, economic development, the strategic financing of infrastructure, public safety, and design needs along the light rail corridor that includes the Globe, Arden/Del Paso, and Royal Oaks stations. The Plan is based on previous planning efforts, including the Northeast Line Light Rail Stations Plan (2007) and Transit for Livable Communities (2002).

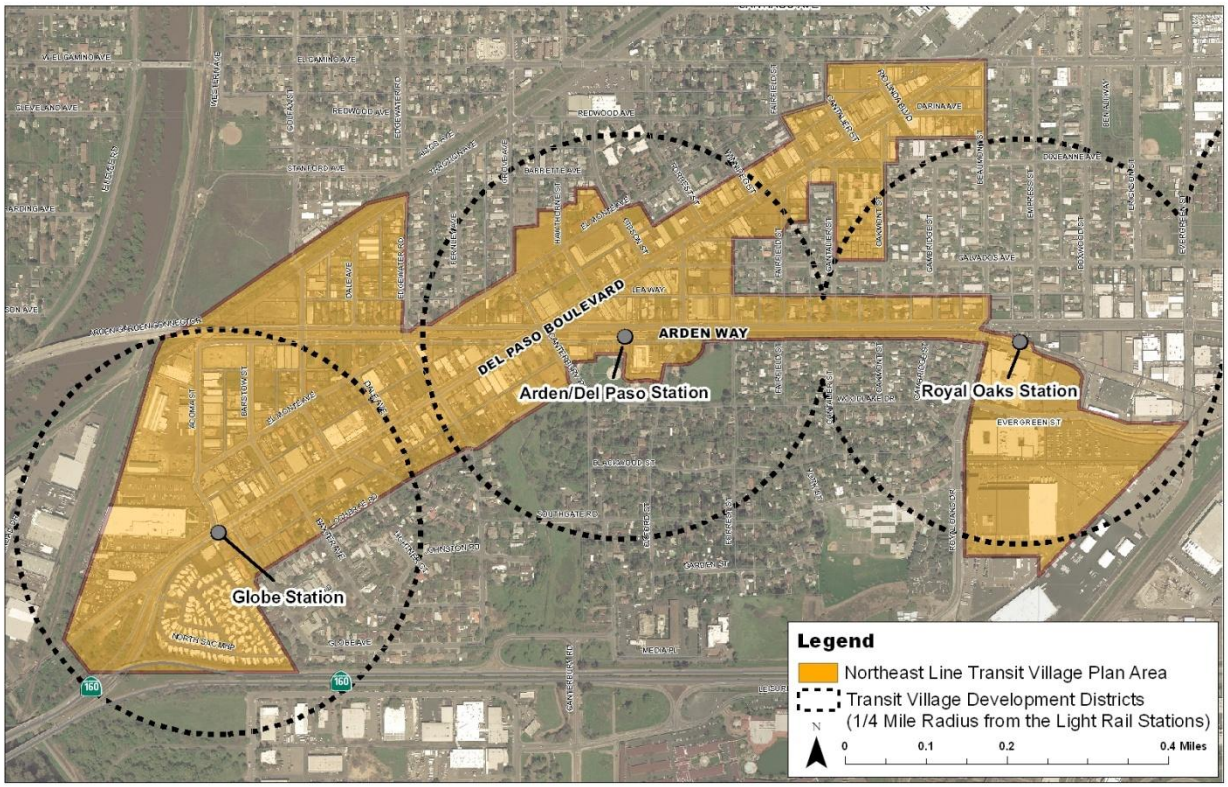



**Figure NS-NELTV 1: Northeast Line Transit Village Plan Area (**Pursuant to the Transit Village Development Act of 1994 [Government Code section 65460 et seq.]**)**

The Northeast Line Transit Village shown in Figure NS-NELTV 1 above has three transit village development districts, which are encompassed by land within a ¼ mile radius of the Globe, Arden/Del Paso and Royal Oaks Stations. These three separate transit village development districts are each subject to polices of the overall Transit Village Plan Area where the transit village development districts overlap

the Northeast Line Transit Village Plan area. The Northeast Line Transit Village Plan as well as the Globe, Arden/Del Paso, and Royal Oaks Transit Village Development Districts have been adopted pursuant to State law and embody both the State and City's vision of intensified development near transit and mixed-use activity centers, which in turn will lead to increased walking and reduced automobile use.

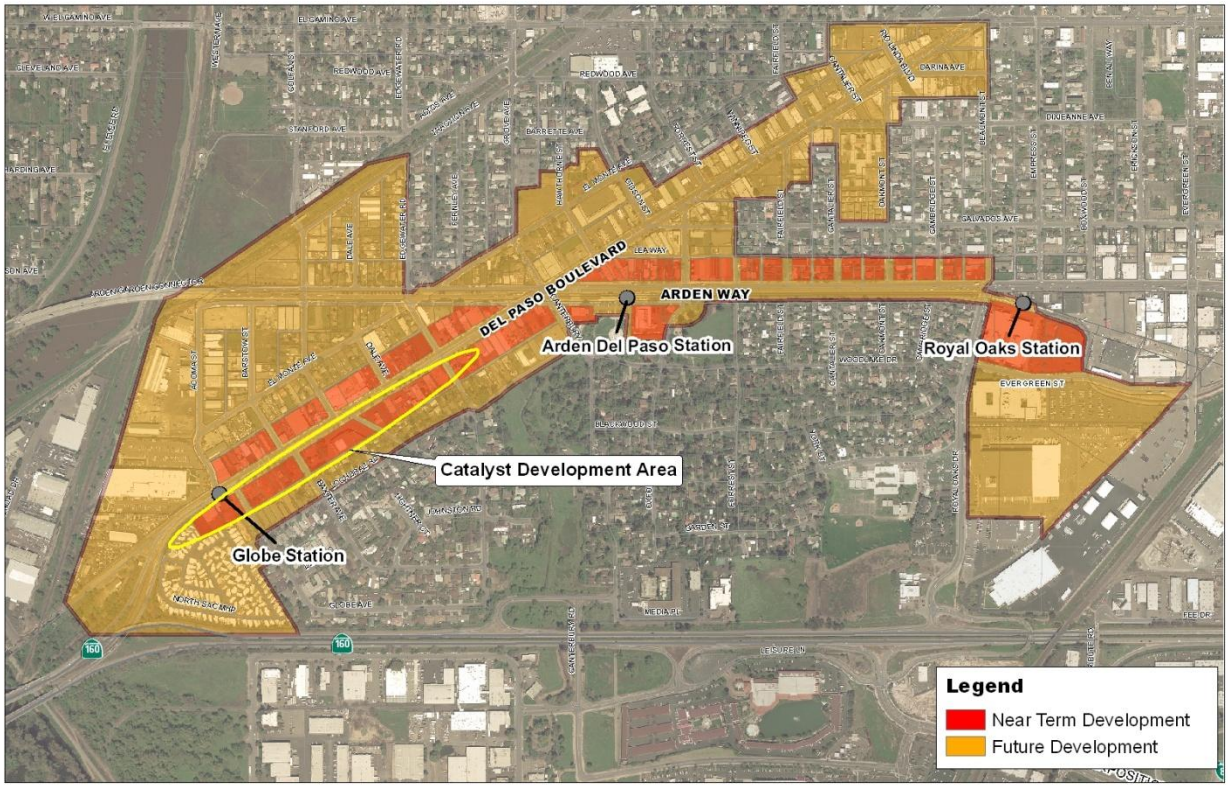



**Figure NS-NELTV-2 – Policy Area for the Northeast Line Transit Village**

The policies included in this section will help to shape a transit village that efficiently utilizes the land around each light rail station and provides a mix of uses that benefit the surrounding community. The areas that will accommodate catalyst development and near term development are shown in Figure NS-NELTV-2, above. Specific infrastructure improvements to facilitate development in these areas have been identified in the 2011 report entitled "Northeast Line Light Rail Stations Plan Phased Infrastructure Recommendations." Parking facilities shall be developed when on street parking is required to promote economic development.

**NS.NELTV 1.1** **Active Ground Level Uses.** The City shall require larger residential mixed use projects along Del Paso Boulevard to have active ground level uses built up to the right of way in order to provide strong street definition and an active edge along the sidewalk. (RDR)

**NS.NELTV 1.2** **Prioritized Infrastructure Improvements.** The City shall prioritize infrastructure improvements to support the catalyst development indicated in Figure NS-NELTV-2, above. (SO)

**NS.NELTV 1.3** **Street Walls.** The City shall ensure that each block along Del Paso Boulevard has a predominant street wall. The street wall shall have a consistent height, be composed of contiguous buildings, and have upper stories stepped back when necessary. (RDR)

**NS.NELTV 1.4** **Sensitivity to Adjacent Neighborhood Scale.** The City shall ensure that development along Del Paso Boulevard and Arden Way is sensitive to adjacent neighborhood scale and provide a height and mass transition to the medium to higher density development at the corridor. (RDR)

**NS.NELTV 1.5** **Existing Industrial and Service Oriented Uses.** The City shall allow for the retention and continued operation of existing light industrial and service oriented uses, while providing for a comfortable coexistence with future new residential and commercial development. (RDR)

**NS.NELTV 1.6** **Ground Floor Visibility.** The City shall require windows to be provided on the street level of new buildings in the Northeast Line Transit Village as a visual link between business and pedestrians. Ground-floor commercial facades facing streets, sidewalks, pedestrian routes and public plazas shall have non-reflective, transparent windows. (RDR)

**NS.NELTV 1.7** **Parking.** The City shall support reduced parking ratios for transit oriented residential or commercial development in the transit village area while promoting the efficient design and use of parking, including curbside parking, shared parking, and the use of parking structures for higher density development and park-and-ride areas. (RDR)

**NS.NELTV 1.8** **Temporary Parking Facilities along Del Paso Boulevard.** The City shall work with the Sacramento Housing and Redevelopment Agency to provide temporary parking facilities along Del Paso Boulevard when necessary. (IGC)

**Attachment 4**

**DRAFT RESOLUTION NO.**

Adopted by the Sacramento City Council

**AMENDING THE 2030 GENERAL PLAN LAND USE AND URBAN FORM DIAGRAM RELATING TO THE NORTHEAST LINE IMPLEMENTATION PLAN (LR09-21)**

**BACKGROUND**

A. On October 15, 2002, the City Council accepted the Transit for Livable Communities (TLC) recommendations, which provided recommendations and strategies for transit-supportive development proximate to existing and future light rail stations.

B. On July 24, 2007, the City Council accepted the Northeast Line Light Rail Stations Plan as the guiding vision for development within the quarter mile radius around the Globe, Arden/Del Paso, and Royal Oaks light rail stations. This plan consisted of design guidelines, recommended land use changes and an infrastructure assessment.

C. On March 3, 2009, the City Council adopted the 2030 General Plan, which includes land use and policy direction to promote infill development in key opportunity areas, including commercial corridors and areas served by transit, such as the Northeast Line Light Rail Corridor.

D. The 2030 General Plan Urban Corridor Low and Urban Neighborhood Low land use designation for the area known as the El Monte Triangle have been re-evaluated and found to not acknowledge the many viable industrial uses in the area. The Employment Center Low Rise general plan land use designation is consistent with the current heavy commercial uses as well as future urban uses, including office, retail, and housing.

E. On February 10, 2011 the City Planning Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve proposed amendments to the 2030 General Plan Land Use and Urban Form Diagram consistent with the Northeast Line Implementation Plan.

F. On March 15, 2011 the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 17.200.010(C)(2)(a) and (c)(publication and mail (500 feet)).).

**BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL**

**RESOLVES AS FOLLOWS:**

**Section 1**. Environmental Determination: The City Council has approved the environmental review of the Project as being within the scope of the 2030 General Plan Master EIR by Resolution No. ___.

**Section 2.** Based on the verbal and documentary evidence received at the hearing, the City Council approves the 2030 General Plan Land Use and Urban Form Diagram Amendment as set forth in Exhibits A and B.

**Section 3.** Exhibits A and B are a part of this Resolution.

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EXHIBIT A: Land Use Diagram Changes Map
EXHIBIT B: Land Use Changes Property List

**Exhibit A - Land Use Diagram Changes Map**

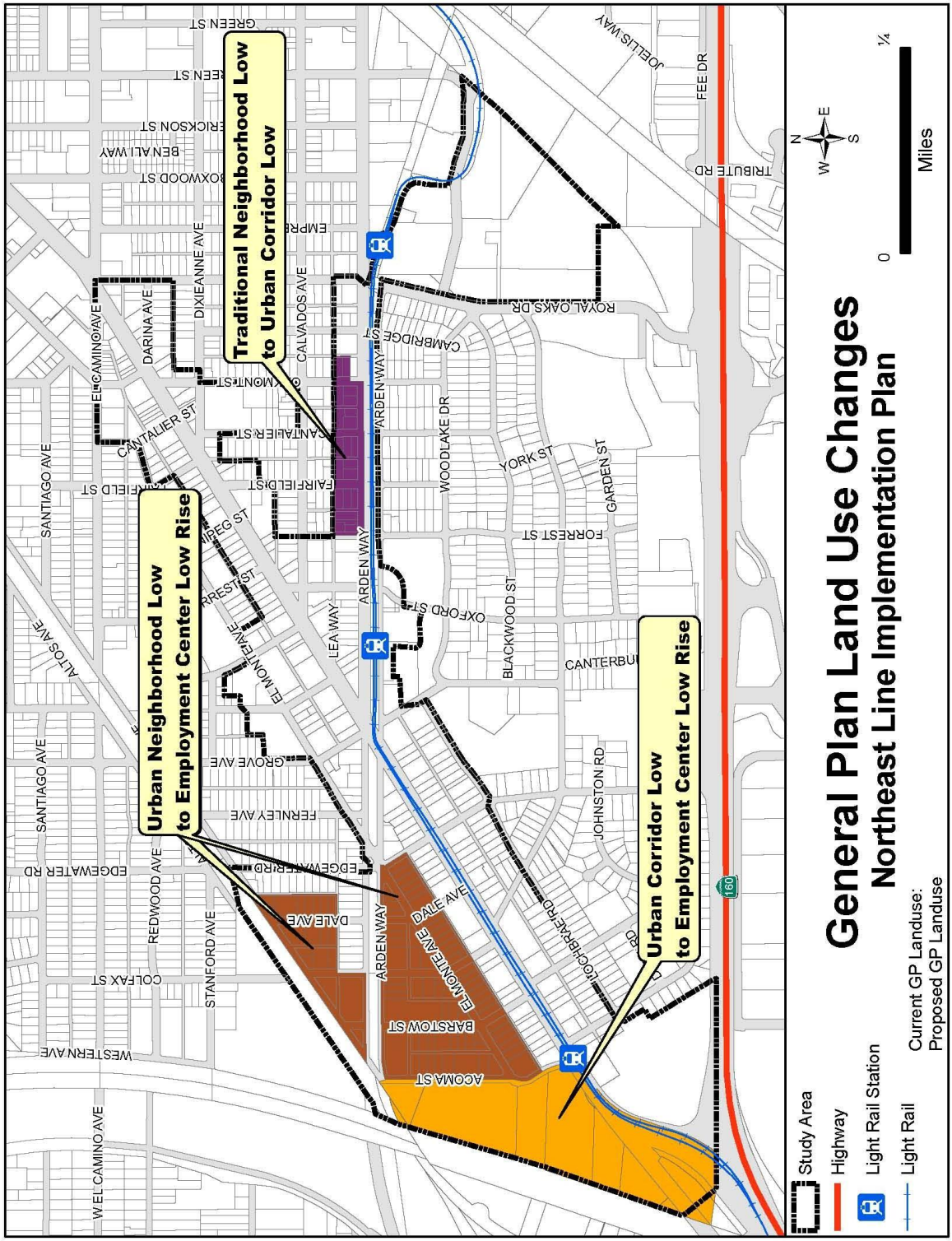


**Exhibit B – Land Use Changes Property List**

| APN | NUMBER | STREET | CURRENT LAND USE DESIGNATION | PROPOSED LAND USE DESIGNATION |
|---|---|---|---|---|
| 27501450070000 | 613 | ARDEN WY | Traditional Neighborhood Low | Urban Corridor Low |
| 27501430070000 | 2203 | FAIRFIELD ST | Traditional Neighborhood Low | Urban Corridor Low |
| 27501510080000 | 2220 | OAKMONT ST | Traditional Neighborhood Low | Urban Corridor Low |
| 27501430050000 | 2239 | FAIRFIELD ST | Traditional Neighborhood Low | Urban Corridor Low |
| 27501450050000 | 2223 | CANTALIER ST | Traditional Neighborhood Low | Urban Corridor Low |
| 27501470050000 | 2205 | OAKMONT ST | Traditional Neighborhood Low | Urban Corridor Low |
| 27501430060000 | 2215 | FAIRFIELD ST | Traditional Neighborhood Low | Urban Corridor Low |
| 27501430110000 | 2230 | FORREST ST | Traditional Neighborhood Low | Urban Corridor Low |
| 27501450090000 | 2234 | FAIRFIELD ST | Traditional Neighborhood Low | Urban Corridor Low |
| 27501450040000 | 2235 | CANTALIER ST | Traditional Neighborhood Low | Urban Corridor Low |
| 27501470040000 | 2235 | OAKMONT ST | Traditional Neighborhood Low | Urban Corridor Low |
| 27501510090000 | 2240 | OAKMONT ST | Traditional Neighborhood Low | Urban Corridor Low |
| 27501430100000 | 551 | ARDEN WY | Traditional Neighborhood Low | Urban Corridor Low |
| 27501430090000 | 559 | ARDEN WY | Traditional Neighborhood Low | Urban Corridor Low |
| 27501430080000 | 567 | ARDEN WY | Traditional Neighborhood Low | Urban Corridor Low |
| 27501470070000 | 663 | ARDEN WY | Traditional Neighborhood Low | Urban Corridor Low |
| 27501470060000 | 677 | ARDEN WY | Traditional Neighborhood Low | Urban Corridor Low |
| 27501450080000 | 2202 | FAIRFIELD ST | Traditional Neighborhood Low | Urban Corridor Low |
| 27501450060000 | 639 | ARDEN WY | Traditional Neighborhood Low | Urban Corridor Low |
| 27501470170000 | 2220 | CANTALIER ST | Traditional Neighborhood Low | Urban Corridor Low |
| 27501470160000 | 2230 | CANTALIER ST | Traditional Neighborhood Low | Urban Corridor Low |
| 27501110060000 | 2175 | ACOMA ST | Urban Corridor Low | Employment Center Low Rise |
| 27502000130000 | 2089 | ACOMA ST | Urban Corridor Low | Employment Center Low Rise |
| 27502000110000 | 2001 | ACOMA ST | Urban Corridor Low | Employment Center Low Rise |
| 27502700010000 | 800 | DEL PASO BL | Urban Corridor Low | Employment Center Low Rise |
| 27502000070000 | 795 | DEL PASO BL | Urban Corridor Low | Employment Center Low Rise |
| 27501110010000 | 2189 | ACOMA ST | Urban Corridor Low | Employment Center Low |

| | | | | |
|---|---|---|---|---|
| | | | | Rise |
| 27502000080000 | 791 | DEL PASO BL | Urban Corridor Low | Employment Center Low Rise |
| 27502000100000 | 903 | DEL PASO BL | Urban Corridor Low | Employment Center Low Rise |
| 27500600060000 | 0 | TRACTION AV | Urban Corridor Low | Employment Center Low Rise |
| 27502000120000 | 927 | DEL PASO BL | Urban Corridor Low | Employment Center Low Rise |
| 27502000090000 | 0 | DEL PASO BL | Urban Corridor Low | Employment Center Low Rise |
| 27502700320000 | 0 | | Urban Corridor Low | Employment Center Low Rise |
| 27501210020000 | 0 | EL MONTE AV | Urban Neighborhood Low | Employment Center Low Rise |
| 27501660140000 | 1200 | EL MONTE AV | Urban Neighborhood Low | Employment Center Low Rise |
| 27501130240000 | 2127 | COLFAX ST | Urban Neighborhood Low | Employment Center Low Rise |
| 27501640030000 | 1110 | EL MONTE AV | Urban Neighborhood Low | Employment Center Low Rise |
| 27501130100000 | 1125 | EL MONTE AV | Urban Neighborhood Low | Employment Center Low Rise |
| 27500730120000 | 2230 | COLFAX ST | Urban Neighborhood Low | Employment Center Low Rise |
| 27501660030000 | 1204 | EL MONTE AV | Urban Neighborhood Low | Employment Center Low Rise |
| 27501140070000 | 1213 | EL MONTE AV | Urban Neighborhood Low | Employment Center Low Rise |
| 27501130110000 | 1123 | EL MONTE AV | Urban Neighborhood Low | Employment Center Low Rise |
| 27501210010000 | 1301 | EL MONTE AV | Urban Neighborhood Low | Employment Center Low Rise |
| 27501660080000 | 2145 | DALE AV | Urban Neighborhood Low | Employment Center Low Rise |
| 27501140040000 | 124 | ARDEN WY | Urban Neighborhood Low | Employment Center Low Rise |
| 27501220040000 | 1320 | EL MONTE AV | Urban Neighborhood Low | Employment Center Low Rise |
| 27501220030000 | 1318 | EL MONTE AV | Urban Neighborhood Low | Employment Center Low Rise |
| 27501220050000 | 1322 | EL MONTE AV | Urban Neighborhood Low | Employment Center Low Rise |
| 27501220060000 | 1326 | EL MONTE AV | Urban Neighborhood Low | Employment Center Low Rise |
| 27501220020000 | 0 | EL MONTE AV | Urban Neighborhood Low | Employment Center Low Rise |
| 27501220010000 | 1300 | EL MONTE | Urban Neighborhood Low | Employment Center Low |

| | | | | |
|---|---|---|---|---|
| | | AV | | Rise |
| 27501640060000 | 1120 | EL MONTE AV | Urban Neighborhood Low | Employment Center Low Rise |
| 27501120250000 | 2140 | ACOMA ST | Urban Neighborhood Low | Employment Center Low Rise |
| 27501120260000 | 2150 | ACOMA ST | Urban Neighborhood Low | Employment Center Low Rise |
| 27501140130000 | 2140 | COLFAX ST | Urban Neighborhood Low | Employment Center Low Rise |
| 27501140140000 | 0 | COLFAX ST | Urban Neighborhood Low | Employment Center Low Rise |
| 27501610010000 | 2076 | ACOMA ST | Urban Neighborhood Low | Employment Center Low Rise |
| 27501120090000 | 2103 | BARSTOW ST | Urban Neighborhood Low | Employment Center Low Rise |
| 27501120110000 | 0 | EL MONTE AV | Urban Neighborhood Low | Employment Center Low Rise |
| 27501120270000 | 2114 | ACOMA ST | Urban Neighborhood Low | Employment Center Low Rise |
| 27501130230000 | 2143 | COLFAX ST | Urban Neighborhood Low | Employment Center Low Rise |
| 27500740210000 | 2230 | DALE AV | Urban Neighborhood Low | Employment Center Low Rise |
| 27500730130000 | 2240 | COLFAX ST | Urban Neighborhood Low | Employment Center Low Rise |
| 27500740220000 | 2240 | DALE AV | Urban Neighborhood Low | Employment Center Low Rise |
| 27501660070000 | 1222 | EL MONTE AV | Urban Neighborhood Low | Employment Center Low Rise |
| 27501140060000 | 140 | ARDEN WY | Urban Neighborhood Low | Employment Center Low Rise |
| 27501140050000 | 132 | ARDEN WY | Urban Neighborhood Low | Employment Center Low Rise |
| 27501130160000 | 2114 | BARSTOW ST | Urban Neighborhood Low | Employment Center Low Rise |
| 27501140150000 | 100 | ARDEN WY | Urban Neighborhood Low | Employment Center Low Rise |
| 27501640040000 | 1114 | EL MONTE AV | Urban Neighborhood Low | Employment Center Low Rise |
| 27501660160000 | 2050 | COLFAX ST | Urban Neighborhood Low | Employment Center Low Rise |
| 27501640050000 | 1116 | EL MONTE AV | Urban Neighborhood Low | Employment Center Low Rise |
| 27500730150000 | 2300 | TRACTION AV | Urban Neighborhood Low | Employment Center Low Rise |
| 27500730140000 | 2290 | TRACTION AV | Urban Neighborhood Low | Employment Center Low Rise |
| 27501610170000 | 1026 | EL MONTE | Urban Neighborhood Low | Employment Center Low |

| | | | | |
|---|---|---|---|---|
| | | AV | | Rise |
| 27501610160000 | 1022 | EL MONTE AV | Urban Neighborhood Low | Employment Center Low Rise |
| 27501610040000 | 1014 | EL MONTE AV | Urban Neighborhood Low | Employment Center Low Rise |
| 27501640020000 | 1104 | EL MONTE AV | Urban Neighborhood Low | Employment Center Low Rise |
| 27501640010000 | 1100 | EL MONTE AV | Urban Neighborhood Low | Employment Center Low Rise |
| 27501130120000 | 1117 | EL MONTE AV | Urban Neighborhood Low | Employment Center Low Rise |
| 27501120170000 | 2170 | ACOMA ST | Urban Neighborhood Low | Employment Center Low Rise |
| 27501130050000 | 2165 | COLFAX ST | Urban Neighborhood Low | Employment Center Low Rise |
| 27501130030000 | 62 | ARDEN WY | Urban Neighborhood Low | Employment Center Low Rise |
| 27501130040000 | 66 | ARDEN WY | Urban Neighborhood Low | Employment Center Low Rise |
| 27501660060000 | 1218 | EL MONTE AV | Urban Neighborhood Low | Employment Center Low Rise |
| 27501660050000 | 1210 | EL MONTE AV | Urban Neighborhood Low | Employment Center Low Rise |
| 27501660040000 | 0 | EL MONTE AV | Urban Neighborhood Low | Employment Center Low Rise |
| 27500740250000 | 2260 | DALE AV | Urban Neighborhood Low | Employment Center Low Rise |
| 27500740240000 | 2254 | DALE AV | Urban Neighborhood Low | Employment Center Low Rise |
| 27500740270000 | 2310 | TRACTION AV | Urban Neighborhood Low | Employment Center Low Rise |
| 27501120100000 | 1021 | EL MONTE AV | Urban Neighborhood Low | Employment Center Low Rise |
| 27501120050000 | 2147 | BARSTOW ST | Urban Neighborhood Low | Employment Center Low Rise |
| 27501120020000 | 2147 | BARSTOW ST | Urban Neighborhood Low | Employment Center Low Rise |
| 27501120040000 | 0 | BARSTOW ST | Urban Neighborhood Low | Employment Center Low Rise |
| 27501120030000 | 0 | BARSTOW ST | Urban Neighborhood Low | Employment Center Low Rise |
| 27500730160000 | 2249 | DALE AV | Urban Neighborhood Low | Employment Center Low Rise |
| 27500730040000 | 2223 | DALE AV | Urban Neighborhood Low | Employment Center Low Rise |
| 27501120010000 | 30 | ARDEN WY | Urban Neighborhood Low | Employment Center Low Rise |
| 27501610060000 | 2075 | BARSTOW ST | Urban Neighborhood Low | Employment Center Low |

| | | | | |
|---|---|---|---|---|
| | | | | Rise |
| 27501610150000 | 1014 | EL MONTE AV | Urban Neighborhood Low | Employment Center Low Rise |
| 27500740260000 | 2270 | DALE AV | Urban Neighborhood Low | Employment Center Low Rise |
| 27500730010000 | 2275 | DALE AV | Urban Neighborhood Low | Employment Center Low Rise |
| 27500710010000 | 0 | TRACTION AV | Urban Neighborhood Low | Employment Center Low Rise |
| 27500720010000 | 0 | TRACTION AV | Urban Neighborhood Low | Employment Center Low Rise |
| 27500720020000 | 2225 | COLFAX ST | Urban Neighborhood Low | Employment Center Low Rise |
| 27501210030000 | 1309 | EL MONTE AV | Urban Neighborhood Low | Employment Center Low Rise |
| 27501120070000 | 2131 | BARSTOW ST | Urban Neighborhood Low | Employment Center Low Rise |
| 27501120060000 | 2135 | BARSTOW ST | Urban Neighborhood Low | Employment Center Low Rise |
| 27501130130000 | 0 | EL MONTE AV | Urban Neighborhood Low | Employment Center Low Rise |
| 27501130140000 | 2132 | BARSTOW ST | Urban Neighborhood Low | Employment Center Low Rise |
| 27501130150000 | 0 | BARSTOW ST | Urban Neighborhood Low | Employment Center Low Rise |
| 27501120080000 | 2115 | BARSTOW ST | Urban Neighborhood Low | Employment Center Low Rise |
| 27501130220000 | 58 | ARDEN WY | Urban Neighborhood Low | Employment Center Low Rise |
| 27500740230000 | 2250 | DALE AV | Urban Neighborhood Low | Employment Center Low Rise |
| 27501120210000 | 2164 | ACOMA ST | Urban Neighborhood Low | Employment Center Low Rise |
| 27501120200000 | 2166 | ACOMA ST | Urban Neighborhood Low | Employment Center Low Rise |
| 27501120150000 | 2160 | ACOMA ST | Urban Neighborhood Low | Employment Center Low Rise |
| 27501640180000 | 1126 | EL MONTE AV | Urban Neighborhood Low | Employment Center Low Rise |
| 27500730050000 | 2211 | DALE AV | Urban Neighborhood Low | Employment Center Low Rise |

**Attachment 5**

**DRAFT ORDINANCE NO.**

Adopted by the Sacramento City Council

**AMENDING TITLE 17 OF THE SACRAMENTO CITY CODE (THE ZONING CODE) BY REZONING VARIOUS PARCELS OF REAL PROPERTY AS PART OF THE NORTHEAST LINE IMPLEMENTATION PLAN (LR09-021)**

BE IT ENACTED BY THE COUNCIL OF THE CITY OF SACRAMENTO**:**

**Section 1.** Title 17 of the Sacramento City Code (the Zoning Code) is amended by rezoning the properties depicted in the attached Exhibit A and identified by APN and address in the attached Exhibit B, from the existing zone to the proposed zone as set forth in Exhibit B.

**Section 2.** Rezoning of the property shown in the attached Exhibit A, by the adoption of this Ordinance, will be considered to be in compliance with the requirements for the rezoning of property described in the Zoning Code, as amended, as those procedures have been affected by recent court decisions.

**Section 3.** The City Clerk of the City of Sacramento is directed to amend the official zoning maps, which are part of the Zoning Code, to conform to the provisions of this Ordinance.

**Section 4.** Exhibits A and B are a part of this Ordinance.

Table of Contents:

Exhibit A – Rezone Maps
Exhibit B – List of Rezone Properties

**Exhibit A**

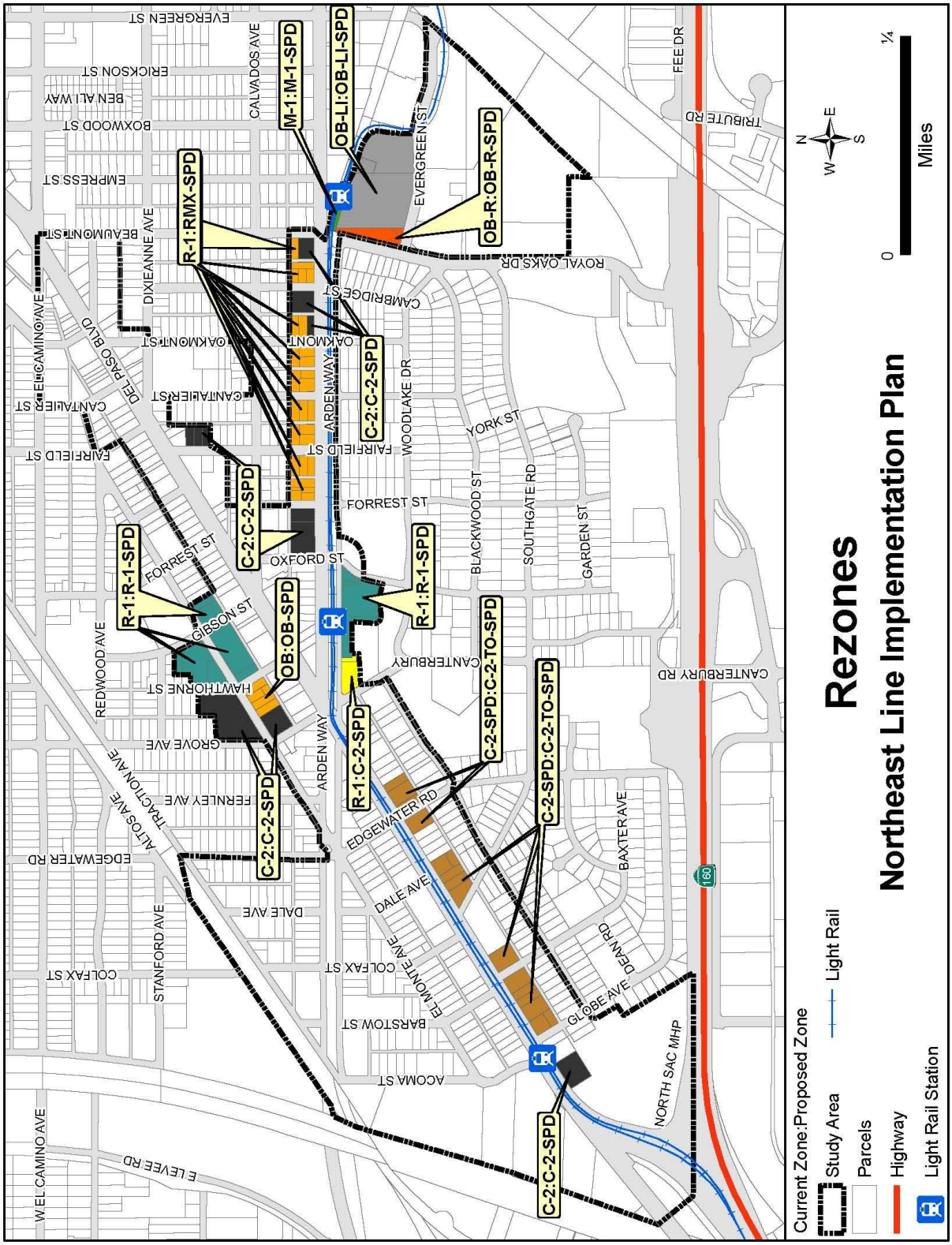

Rezones
Northeast Line Implementation Plan
Current Zone:Proposed Zone
Study Area
Parcels
Highway
Light Rail Station
Light Rail
0
1/4
Miles
N
S
E
W
R-1:RMX-SPD
M-1:M-1-SPD
OB-LI:OB-LI-SPD
OB-R:OB-R-SPD
C-2:C-2-SPD
R-1:R-1-SPD
OB:OB-SPD
R-1:C-2-SPD
C-2-SPD:C-2-TO-SPD
EVERGREEN ST
ERICKSON ST
BEN ALI WAY
BOXWOOD ST
EMPRESS ST
BEAUMONT ST
DIXIEANNE AVE
CALVADOS AVE
OAKMONT ST
CANTALIER ST
DEL PASO BLVD
EL CAMINO AVE
FAIRFIELD ST
FORREST ST
GIBSON ST
HAWTHORNE ST
GROVE AVE
FERNLEY AVE
TRACTION AVE
ALTOS AVE
REDWOOD AVE
EDGEWATER RD
DALE AVE
COLFAX ST
STANFORD AVE
BARSTOW ST
ACOMA ST
E LEVEE RD
W EL CAMINO AVE
ARDEN WAY
OXFORD ST
CAMBRIDGE ST
ROYAL OAKS DR
WOODLAKE DR
YORK ST
BLACKWOOD ST
SOUTHGATE RD
GARDEN ST
CANTERBURY
CANTERBURY RD
BAXTER AVE
GLOBE AVE
DEAN RD
EL MONTE AVE
NORTH SAC MHP
FEE DR
TRIBUTE RD
160

**Exhibit B – List of Rezone Properties**

| APN | NUMBER | STREET | CURRENT ZONING | PROPOSED ZONING |
|---|---|---|---|---|
| 27501450070000 | 613 | ARDEN WY | Standard Single-Family (R-1) Zone | Residential Mixed Use, Special Planning District (RMX-SPD) Zone |
| 27501430070000 | 2203 | FAIRFIELD ST | Standard Single-Family (R-1) Zone | Residential Mixed Use, Special Planning District (RMX-SPD) Zone |
| 27501630010000 | 1000 | DEL PASO BL | General Commercial, Special Planning District (C-2-SPD) Zone | General Commercial, Transit Overlay, Special Planning District (C-2-T0-SPD) Zone |
| 27501630040000 | 1016 | DEL PASO BL | General Commercial, Special Planning District (C-2-SPD) Zone | General Commercial, Transit Overlay, Special Planning District (C-2-T0-SPD) Zone |
| 27501630030000 | 1010 | DEL PASO BL | General Commercial, Special Planning District (C-2-SPD) Zone | General Commercial, Transit Overlay, Special Planning District (C-2-T0-SPD) Zone |
| 27501510080000 | 2220 | OAKMONT ST | Standard Single-Family (R-1) Zone | Residential Mixed Use, Special Planning District (RMX-SPD) Zone |
| 27501530180000 | 777 | ARDEN WY | General Commercial (C-2) Zone | General Commercial, Special Planning District (C-2-SPD) Zone |
| 27501430050000 | 2239 | FAIRFIELD ST | Standard Single-Family (R-1) Zone | Residential Mixed Use, Special Planning District (RMX-SPD) Zone |
| 27500960060000 | 2332 | FAIRFIELD ST | General Commercial (C-2) Zone | General Commercial, Special Planning District (C-2-SPD) Zone |
| 27500860050000 | 1612 | EL MONTE AV | Office (OB) Zone | Office, Special Planning District (OB-SPD) Zone |
| 27501530110000 | 2244 | CAMBRIDGE ST | Standard Single-Family (R-1) Zone | Residential Mixed Use, Special Planning District (RMX-SPD) Zone |
| 27500910020000 | 2323 | GIBSON ST | Standard Single-Family (R-1) Zone | Standard Single-Family, Special Planning District (R-1-SPD) Zone |
| 27500910010000 | 0 | EL MONTE AV | Standard Single-Family (R-1) Zone | Standard Single-Family, Special Planning District (R-1-SPD) Zone |
| 27500880010000 | 1700 | EL MONTE AV | Standard Single-Family (R-1) Zone | Standard Single-Family, Special Planning District (R-1-SPD) Zone |
| 27500880020000 | 1718 | EL MONTE AV | Standard Single-Family (R-1) Zone | Standard Single-Family, Special Planning District (R-1-SPD) Zone |
| 27500870070000 | 2240 | HAWTHORNE ST | Standard Single-Family (R-1) Zone | Standard Single-Family, Special Planning District (R-1-SPD) Zone |
| 27500850130000 | 2251 | HAWTHORNE ST | General Commercial (C-2) Zone | General Commercial, Special Planning District (C-2-SPD) Zone |
| 27500870080000 | 1717 | EL MONTE AV | Standard Single-Family (R-1) Zone | Standard Single-Family, Special Planning District (R-1-SPD) Zone |

| | | | | |
|---|---|---|---|---|
| 27502400720000 | 2005 | EVERGREEN ST | Office, Labor Intensive Overlay (OB-LI) Zone | Office, Labor Intensive Overlay, Special Planning District (OB-LI-SPD) Zone |
| 27502400900000 | 2005 | EVERGREEN ST | Office, Labor Intensive Overlay (OB-LI) Zone | Office, Labor Intensive Overlay, Special Planning District (OB-LI-SPD) Zone |
| 27502400710000 | 0 | EVERGREEN ST | Office, Plan Review (OB-R) Zone | Office, Plan Review, Special Planning District (OB-R-SPD) Zone |
| 27502400700000 | 2005 | EVERGREEN ST | Office, Plan Review (OB-R) Zone | Office, Plan Review, Special Planning District (OB-R-SPD) Zone |
| 27501450050000 | 2223 | CANTALIER ST | Standard Single-Family (R-1) Zone | Residential Mixed Use, Special Planning District (RMX-SPD) Zone |
| 27501530090000 | 2202 | CAMBRIDGE ST | Standard Single-Family (R-1) Zone | Residential Mixed Use, Special Planning District (RMX-SPD) Zone |
| 27501470050000 | 2205 | OAKMONT ST | Standard Single-Family (R-1) Zone | Residential Mixed Use, Special Planning District (RMX-SPD) Zone |
| 27501430060000 | 2215 | FAIRFIELD ST | Standard Single-Family (R-1) Zone | Residential Mixed Use, Special Planning District (RMX-SPD) Zone |
| 27501530100000 | 2222 | CAMBRIDGE ST | Standard Single-Family (R-1) Zone | Residential Mixed Use, Special Planning District (RMX-SPD) Zone |
| 27501430110000 | 2230 | FORREST ST | Standard Single-Family (R-1) Zone | Residential Mixed Use, Special Planning District (RMX-SPD) Zone |
| 27501450090000 | 2234 | FAIRFIELD ST | Standard Single-Family (R-1) Zone | Residential Mixed Use, Special Planning District (RMX-SPD) Zone |
| 27501450040000 | 2235 | CANTALIER ST | Standard Single-Family (R-1) Zone | Residential Mixed Use, Special Planning District (RMX-SPD) Zone |
| 27501470040000 | 2235 | OAKMONT ST | Standard Single-Family (R-1) Zone | Residential Mixed Use, Special Planning District (RMX-SPD) Zone |
| 27501510090000 | 2240 | OAKMONT ST | Standard Single-Family (R-1) Zone | Residential Mixed Use, Special Planning District (RMX-SPD) Zone |
| 27500290040000 | 2353 | GIBSON ST | Standard Single-Family (R-1) Zone | Standard Single-Family, Special Planning District (R-1-SPD) Zone |
| 27501410100000 | 501 | ARDEN WY | General Commercial (C-2) Zone | General Commercial, Special Planning District (C-2-SPD) Zone |
| 27501410090000 | 0 | ARDEN WY | General Commercial (C-2) Zone | General Commercial, Special Planning District (C-2-SPD) Zone |
| | | | Standard Single-Family (R-1) Zone | Residential Mixed Use, Special Planning District (RMX-SPD) Zone |
| 27500860070000 | 1620 | EL MONTE AV | Office (OB) Zone | Office, Special Planning District (OB-SPD) Zone |
| 27501430100000 | 551 | ARDEN WY | Standard Single-Family (R-1) Zone | Residential Mixed Use, Special Planning District (RMX-SPD) Zone |

| | | | | |
|---|---|---|---|---|
| 27500960040000 | 2342 | FAIRFIELD ST | General Commercial (C-2) Zone | General Commercial, Special Planning District (C-2-SPD) Zone |
| 27502600080000 | 920 | DEL PASO BL | General Commercial (C-2) Zone | General Commercial, Special Planning District (C-2-SPD) Zone |
| 27501510070000 | 2204 | OAKMONT ST | General Commercial (C-2) Zone | General Commercial, Special Planning District (C-2-SPD) Zone |
| 27500860090000 | 2233 | HAWTHORNE ST | Office (OB) Zone | Office, Special Planning District (OB-SPD) Zone |
| 27501430090000 | 559 | ARDEN WY | Standard Single-Family (R-1) Zone | Residential Mixed Use, Special Planning District (RMX-SPD) Zone |
| 27501430080000 | 567 | ARDEN WY | Standard Single-Family (R-1) Zone | Residential Mixed Use, Special Planning District (RMX-SPD) Zone |
| 27501230100000 | 1340 | DEL PASO BL | General Commercial, Special Planning District (C-2-SPD) Zone | General Commercial, Transit Overlay, Special Planning District (C-2-T0-SPD) Zone |
| 27501230030000 | 1224 | DEL PASO BL | General Commercial, Special Planning District (C-2-SPD) Zone | General Commercial, Transit Overlay, Special Planning District (C-2-T0-SPD) Zone |
| 27501230270000 | 0 | DEL PASO BL | General Commercial, Special Planning District (C-2-SPD) Zone | General Commercial, Transit Overlay, Special Planning District (C-2-T0-SPD) Zone |
| 27501230260000 | 1212 | DEL PASO BL | General Commercial, Special Planning District (C-2-SPD) Zone | General Commercial, Transit Overlay, Special Planning District (C-2-T0-SPD) Zone |
| 27501250040000 | 1414 | DEL PASO BL | General Commercial, Special Planning District (C-2-SPD) Zone | General Commercial, Transit Overlay, Special Planning District (C-2-T0-SPD) Zone |
| 27501250280000 | 1410 | DEL PASO BL | General Commercial, Special Planning District (C-2-SPD) Zone | General Commercial, Transit Overlay, Special Planning District (C-2-T0-SPD) Zone |
| 27501250010000 | 1400 | DEL PASO BL | General Commercial, Special Planning District (C-2-SPD) Zone | General Commercial, Transit Overlay, Special Planning District (C-2-T0-SPD) Zone |
| 27501630060000 | 1030 | DEL PASO BL | General Commercial, Special Planning District (C-2-SPD) Zone | General Commercial, Transit Overlay, Special Planning District (C-2-T0-SPD) Zone |
| 27501630050000 | 1022 | DEL PASO BL | General Commercial, Special Planning District (C-2-SPD) Zone | General Commercial, Transit Overlay, Special Planning District (C-2-T0-SPD) Zone |
| 27501230230000 | 1314 | DEL PASO BL | General Commercial, Special Planning District (C-2-SPD) Zone | General Commercial, Transit Overlay, Special Planning District (C-2-T0-SPD) Zone |

| | | | | |
|---|---|---|---|---|
| 27501230240000 | 1310 | DEL PASO BL | General Commercial, Special Planning District (C-2-SPD) Zone | General Commercial, Transit Overlay, Special Planning District (C-2-T0-SPD) Zone |
| 27501470070000 | 663 | ARDEN WY | Standard Single-Family (R-1) Zone | Residential Mixed Use, Special Planning District (RMX-SPD) Zone |
| 27501530040000 | 2239 | BEAUMONT ST | Standard Single-Family (R-1) Zone | Residential Mixed Use, Special Planning District (RMX-SPD) Zone |
| 27501470060000 | 677 | ARDEN WY | Standard Single-Family (R-1) Zone | Residential Mixed Use, Special Planning District (RMX-SPD) Zone |
| 27501510140000 | 739 | ARDEN WY | General Commercial (C-2) Zone | General Commercial, Special Planning District (C-2-SPD) Zone |
| 27501450080000 | 2202 | FAIRFIELD ST | Standard Single-Family (R-1) Zone | Residential Mixed Use, Special Planning District (RMX-SPD) Zone |
| 27501530080000 | 767 | ARDEN WY | Standard Single-Family (R-1) Zone | Residential Mixed Use, Special Planning District (RMX-SPD) Zone |
| 27501450060000 | 639 | ARDEN WY | Standard Single-Family (R-1) Zone | Residential Mixed Use, Special Planning District (RMX-SPD) Zone |
| 27501470170000 | 2220 | CANTALIER ST | Standard Single-Family (R-1) Zone | Residential Mixed Use, Special Planning District (RMX-SPD) Zone |
| 27501630020000 | 105 | GLOBE AV | General Commercial, Special Planning District (C-2-SPD) Zone | General Commercial, Transit Overlay, Special Planning District (C-2-T0-SPD) Zone |
| 27500860060000 | 1616 | EL MONTE AV | Office (OB) Zone | Office, Special Planning District (OB-SPD) Zone |
| 27500860080000 | 0 | EL MONTE AV | Office (OB) Zone | Office, Special Planning District (OB-SPD) Zone |
| 27501340110000 | 0 | ARDEN WY | Standard Single-Family (R-1) Zone | General Commercial, Special Planning District (C-2-SPD) Zone |
| 27501340030000 | 300 | ARDEN WY | Standard Single-Family (R-1) Zone | General Commercial, Special Planning District (C-2-SPD) Zone |
| 27501340050000 | 490 | ARDEN WY | Standard Single-Family (R-1) Zone | Standard Single-Family, Special Planning District (R-1-SPD) Zone |
| 27501340060000 | 0 | OXFORD ST | Standard Single-Family (R-1) Zone | Standard Single-Family, Special Planning District (R-1-SPD) Zone |
| 27501340040000 | 0 | ARDEN WY | Standard Single-Family (R-1) Zone | Standard Single-Family, Special Planning District (R-1-SPD) Zone |
| 27501320030000 | 0 | ARDEN WY | Standard Single-Family (R-1) Zone | Standard Single-Family, Special Planning District (R-1-SPD) Zone |
| 27501490090000 | 0 | ARDEN WY | Standard Single-Family (R-1) Zone | Standard Single-Family, Special Planning District (R-1-SPD) Zone |
| 27501490080000 | 0 | ARDEN WY | Standard Single-Family (R-1) Zone | Standard Single-Family, Special Planning District (R-1-SPD) Zone |

| | | | | |
|---|---|---|---|---|
| 27501490070000 | 0 | ARDEN WY | Standard Single-Family (R-1) Zone | Standard Single-Family, Special Planning District (R-1-SPD) Zone |
| 27501560030000 | 0 | ARDEN WY | Standard Single-Family (R-1) Zone | Standard Single-Family, Special Planning District (R-1-SPD) Zone |
| 27501470160000 | 2230 | CANTALIER ST | Standard Single-Family (R-1) Zone | Residential Mixed Use, Special Planning District (RMX-SPD) Zone |
| 27502400760000 | 0 | | Office, Labor Intensive Overlay (OB-LI) Zone | Office, Labor Intensive Overlay, Special Planning District (OB-LI-SPD) Zone |
| 27500910030000 | 1808 | EL MONTE AV | Standard Single-Family (R-1) Zone | Standard Single-Family, Special Planning District (R-1-SPD) Zone |
| 27501650190000 | 1100 | DEL PASO BL | General Commercial, Special Planning District (C-2-SPD) Zone | General Commercial, Transit Overlay, Special Planning District (C-2-T0-SPD) Zone |
| 27701340180000 | 0 | EVERGREEN ST | Light Industrial (M-1) Zone | Light Industrial, Special Planning District (M-1-SPD) Zone |
| 27501320020000 | 0 | ARDEN WY | Standard Single-Family (R-1) Zone | Standard Single-Family, Special Planning District (R-1-SPD) Zone |
| 27501340100000 | 420 | ARDEN WY | Standard Single-Family (R-1) Zone | Standard Single-Family, Special Planning District (R-1-SPD) Zone |
| 27501490040000 | 0 | ARDEN WY | Standard Single-Family (R-1) Zone | Standard Single-Family, Special Planning District (R-1-SPD) Zone |
| 27501490050000 | 600 | ARDEN WY | Standard Single-Family (R-1) Zone | Standard Single-Family, Special Planning District (R-1-SPD) Zone |
| 27501490060000 | 0 | ARDEN WY | Standard Single-Family (R-1) Zone | Standard Single-Family, Special Planning District (R-1-SPD) Zone |
| 27501560040000 | 0 | ARDEN WY | Standard Single-Family (R-1) Zone | Standard Single-Family, Special Planning District (R-1-SPD) Zone |
| 27501560050000 | 0 | ARDEN WY | Standard Single-Family (R-1) Zone | Standard Single-Family, Special Planning District (R-1-SPD) Zone |
| 27500960050000 | 2336 | FAIRFIELD ST | General Commercial (C-2) Zone | General Commercial, Special Planning District (C-2-SPD) Zone |
| 27500860170000 | 2246 | GROVE AV | General Commercial (C-2) Zone | General Commercial, Special Planning District (C-2-SPD) Zone |
| 27501340070000 | 0 | OXFORD ST | Standard Single-Family (R-1) Zone | Standard Single-Family, Special Planning District (R-1-SPD) Zone |
| 27501340080000 | 440 | ARDEN WY | Standard Single-Family (R-1) Zone | Standard Single-Family, Special Planning District (R-1-SPD) Zone |

**Attachment 6**

# DRAFT ORDINANCE NO.

Adopted by the Sacramento City Council

Date Adopted

**AN ORDINANCE AMENDING SECTION 17.20.030 OF, AND REPEALING AND ADDING CHAPTER 17.108 TO, TITLE 17 OF THE SACRAMENTO CITY CODE (THE ZONING CODE) RELATING TO THE DEL PASO BOULEVARD/ARDEN WAY SPECIAL PLANNING DISTRICT**

**BE IT ENACTED BY THE COUNCIL OF THE CITY OF SACRAMENTO:**

**Section 1.** Section 17.20.030 of Title 17 of the Sacramento City Code (the Zoning Code) is amended to read as follows:

17.20.030 Special planning districts.

The following special planning districts (SPDs) are discussed in more detail in Chapters 17.92 through 17.130 of this title and are listed here for convenience only:

| | |
|---|---|
| Broadway-Stockton SPD | Ch. 17.94 |
| Cental Business District SPD | Ch. 17.96 |
| McClellan Heights/Parker Homes SPD | Ch. 17.98 |
| Northgate Boulevard SPD | Ch. 17.100 |
| Alhambra Corridor SPD | Ch. 17.104 |
| Del Paso Boulevard/Arden Way SPD | Ch. 17.108 |
| Del Paso Nuevo SPD | Ch. 17.112 |
| Sacramento Army Depot SPD | Ch. 17.116 |
| River District SPD | Ch. 17.120 |
| Sacramento Railyards SPD | Ch. 17.124 |
| R Street Corridor SPD | Ch. 17.128 |
| Freeport SPD | Ch. 17.130 |

**Section 2.** Chapter 17.108 of Title 17 of the Sacramento City Code (the Zoning Code) is repealed.

**Section 3.** Chapter 17.108 is added to Title 17 of the Sacramento City Code (the Zoning Code) to read as follows:

## Chapter 17.108

## Del Paso Boulevard/Arden Way Special Planning District

### 17.108.010 Purpose and intent.

A. General.

1. When established in 1994, the Del Paso Boulevard SPD area consisted of C-2 zoned properties located along Del Paso Boulevard, between approximately Globe Avenue and El Camino Avenue. In 1997, the SPD boundary was expanded and M-1 zoning standards were adopted. In 2010, the SPD boundary was expanded to include the portion of Arden Way between Del Paso Boulevard and Beaumont Street and was renamed the Del Paso Boulevard/Arden Way Special Planning District ("SPD").

2. The Del Paso Boulevard/Arden Way SPD consists of a number of different neighborhoods, including residential uses, light industrial uses, and commercial uses. The SPD zoning regulations are intended to assist in the preservation of the economic climate in these neighborhoods through the retention of existing businesses while accommodating new development in the area.

B. Goals. The general goals for properties within the Del Paso Boulevard/Arden Way SPD are as follows:

1. Maintain and improve the character, quality and vitality of this unique commercial neighborhood, drawing on the opportunities for an arts and entertainment orientation;

2. Provide the opportunity for a balanced mixture of uses in neighborhoods adjacent to transit facilities and transportation corridors;

3. Maintain the neighborhood stability of existing commercial neighborhoods while allowing for existing nonconforming uses to continue to serve the community needs in this area;

4. Retain and improve economic vitality of this commercial neighborhood;

5. Provide the opportunity for reuse and rehabilitation of heavy commercial and industrial uses to take advantage of the light rail facilities in the area, thereby reducing the number of obsolete and underutilized buildings and sites;

6. Promote land use characteristics for M-1 and C-2 properties that consider the neighborhood changes that resulted from the westerly extension of Arden Way across the Natomas East Main Drainage Canal;

7. Promote orderly transition of land uses from underutilized buildings and sites to new commercial and industrial uses;

8. Discourage outdoor storage in the SPD by limiting stored materials to those that are incidental to primary business uses in the M-1 and C-2 zones and enforcing minimum standards for outdoor storage of materials and products. By discouraging outdoor storage, the city can serve to reverse the adverse aesthetic conditions.

**17.108.020 Del Paso Boulevard/Arden Way SPD boundaries.**

The boundaries of the Del Paso Boulevard/Arden Way SPD are shown on the map set out at the end of this chapter as Exhibit A.

**17.108.030 Del Paso Boulevard/Arden Way SPD special regulations.**

Development in the Del Paso Boulevard/Arden Way SPD shall be subject to the regulations and development standards set forth in this chapter in addition to the regulations of this title and code. If a conflict between the provisions of this chapter and other provisions of this title, including Chapter 17.178 Transit Overlay Zone (TO), and code occurs, the provisions of this chapter shall govern.

**17.108.040 Uses and development standards—General.**

A. Allowed Uses and Development Standards.

The allowed uses and development standards for each land use zone in the Del Paso Boulevard/Arden Way SPD are set forth in this chapter.

B. Design Review.

The Del Paso Boulevard/Arden Way SPD is located within the North Sacramento Design Review District. All development within the Del Paso Boulevard/Arden Way SPD, including without limitation all uses allowed by right as well as expansion, repair, and reconstruction of buildings and structures, is subject to design review under Chapter 17.132.

**17.108.050 Residential Mixed Use RMX zone.**

A. Allowed and Prohibited Uses—Uses Subject to Special Restrictions and Requirements.

1. Allowed and Prohibited Uses.

The uses permitted in the RMX zone under this title outside of the Del Paso Boulevard/Arden Way SPD shall be allowed in the RMX zone within the Del Paso Boulevard/Arden Way SPD, except the following uses are prohibited in the RMX zone within the Del Paso Boulevard/Arden Way SPD:

a. Tattoo and/or body piercing parlors;

b. Used appliance sales;

c. Check cashing center;

d. Money lender (includes pawnbroker);

e. Card room;

f. Bingo activities licensed under Chapter 5.24 of this code;

g. Tobacco store;

h. Laundromat.

2. Uses Subject to Special Restrictions and Requirements.

If this title requires the approval of a special permit or other discretionary entitlement, or imposes other restrictions or requirements on the establishment of a particular use in the RMX zone outside of the Del Paso Boulevard/Arden Way SPD, approval of the same discretionary entitlement and compliance with the same restrictions or requirements shall be required to establish the use in the RMX zone within the Del Paso Boulevard/Arden Way SPD.

B. Development Standards.

Development in the RMX zone in the Del Paso Boulevard/Arden Way SPD shall be subject to the same development standards that govern development in the RMX zone outside of the Del Paso Boulevard/Arden Way SPD.

**17.108.060 Office Building OB zone.**

A. Allowed and Prohibited Uses-- Uses Subject to Special Restrictions and Requirements.

1. Allowed and Prohibited Uses.

The uses permitted in the OB zone under this title outside of the Del Paso Boulevard/Arden Way SPD shall be allowed in the OB zone within the Del Paso Boulevard/Arden Way SPD, except as set forth below:

a. The following uses are allowed in the OB zone in the Del Paso Boulevard/Arden Way SPD subject to the restrictions and requirements stated for each use:

i. Alternative ownership housing occupying up to 50% of the building square footage of mixed use buildings, subject to footnote (8) of Section 17.24.050 .

ii. Apartments occupying up to 50% of the building square footage of mixed use buildings, subject to footnote (75) of Section 17.24.050.

b. The following uses are prohibited in the OB zone in the Del Paso Boulevard/Arden Way SPD:

i. Astrology and related practices;

ii. Tattoo and/or body piercing parlors;

iii. Used appliance sales;

iv. Check cashing center;

v. Money lender (includes pawnbroker);

vi. Tobacco store.

2. Uses Subject to Special Restrictions and Requirements.

If this title requires the approval of a special permit or other discretionary entitlement, or imposes other restrictions or requirements on the establishment of a particular use in the OB zone outside of the Del Paso Boulevard/Arden Way SPD, approval of the same discretionary entitlement and compliance with the same restrictions or requirements shall be required to establish the use in the OB zone within the Del Paso Boulevard/Arden Way SPD.

B. Development Standards.

Development in the OB zone in the Del Paso Boulevard/Arden Way SPD shall be subject to the same development standards that govern development in the OB zone outside of the Del Paso Boulevard/Arden Way SPD.

**17.108.070 General Commercial C-2 zone.**

A. Allowed and Prohibited Uses-- Uses Subject to Special Restrictions and Requirements.

1. Allowed and Prohibited Uses.

The uses permitted in the C-2 zone under this title outside of the Del Paso Boulevard/Arden Way SPD shall be allowed in the C-2 zone within the Del Paso Boulevard/Arden Way SPD, except as set forth below:

a. The use of a total of twenty thousand (20,000) square feet of gross floor area of a building for manufacturing, assembly, and treatment of merchandise is permitted, subject to a zoning administrator special permit and the following requirements:

i. New buildings for the manufacture, assembly, and treatment of merchandise shall be designed to be convertible to commercial use.

ii. Manufacturing, assembly, and treatment of merchandise uses along Del Paso Boulevard shall have an office or another active commercial use facing the street.

b. The following uses are prohibited in the C-2 zone in the Del Paso Boulevard/Arden Way SPD:

i. Adult entertainment business;

ii. Adult related establishment;

iii. Astrology and related practices;

iv. Tattoo and/or body piercing parlors;

v. Used appliance sales;

vi. Auto sales (new and used) and auto storage;

vii. RV/mobilehome sales yard, storage, repair;

viii. Mini-storage/surface storage;

ix. Used tire storage and sales;

x. Check cashing center;

xi. Money lender (except pawnbroker);

xii. Mortuary;

xiii. Card room;

xiv. Bingo activities licensed under Chapter 5.24 of this code;

xv. Tobacco store;

xvi. Laundromat;

xvii. Medical marijuana dispensary.

2. Uses Subject to Special Restrictions and Requirements.

If this title requires the approval of a special permit or other discretionary entitlement, or imposes other restrictions or requirements on the establishment of a particular use in the C-2 zone outside of the Del Paso Boulevard/Arden Way SPD, approval of the same discretionary entitlement and compliance with the same restrictions or requirements shall be required to establish the use in the C-2 zone within the Del Paso Boulevard/Arden Way SPD, except the following uses are permitted in the C-2 zone in the Del Paso Boulevard/Arden Way SPD, subject to the restrictions and requirements stated for each use:

a. Residential Uses.

i. Single and two-family residential uses, subject to footnote (76) of Section 17.24.050, except a zoning administrator's special permit is required in all cases.

ii. Fraternity/sorority houses and dormitories in the area bounded by Arden Way, El Monte Avenue, and Colfax Street, subject to footnote 47 of Section 17.24.050, except a zoning administrator's special permit is also required.

iii. Apartments, subject to footnote (75) of Section 17.24.050.

b. Commercial Uses.

i. Bed and breakfast inn, subject to a planning commission special permit.;

ii. Hotel, subject to a planning commission special permit;

iii. Motel, subject to a planning commission special permit;

iv. Non-profit food preparation for off-site consumption and non-profit food storage and distribution facility, subject to a planning commission special permit;

v. Secondhand stores, subject to a planning commission special permit;

vi. Pawnshops, subject to a planning commission special permit;

vii. Somatic practitioner or somatic practitioner establishment, subject to a planning commission special permit.

B. Development Standards.

Except as provided in this subsection B, development in the C-2 zone in the Del Paso Boulevard/Arden Way SPD shall be subject to the same development standards that govern development in the C-2 zone outside of the Del Paso Boulevard/Arden Way SPD.

1. Density.

The maximum allowable density for residential uses in the C-2 zone shall be 60 dwelling units per net acre.

2. Open Space.

New residential construction with twelve (12) units or more and located on a parcel greater than one-half acre in size shall include areas specifically designed for recreation or passive enjoyment of the outdoors, as follows:

a. A minimum of fifty (50) square feet of usable common open space per unit is required. This open space area may include courtyards, gardens, recreation areas, and similar areas.

b. A minimum of fifty (50) square feet of usable private open space per unit is required. This area is for the exclusive use of the unit and may include decks, balconies and patios. Private useable open space shall be directly accessible from the unit.

c. For each square foot of usable private open space over fifty (50) square feet that is provided, the required fifty (50) square feet of usable common open space may be reduced by one square foot.

d. Mixed use projects may use usable retail open space, such as plazas and open patios, for the required usable common open space.

e. The open space requirements set forth in this subsection (B)(2) may be modified as part of the special permit or plan review required for the development.

**17.108.080 Light Industrial M-1 zone.**

A. Allowed and Prohibited Uses—Uses Subject to Special Restrictions and Requirements.

1. Allowed and Prohibited Uses.

The uses permitted in the M-1 zone under this title outside of the Del Paso Boulevard/Arden Way SPD shall be allowed in the M-1 zone within the Del Paso Boulevard/Arden Way SPD, except as set forth below:

a. Bed and breakfast inns are permitted, subject to a planning commission special permit.

b. The following uses are prohibited in the M-1 zone in the Del Paso Boulevard/Arden Way SPD:

i. Adult entertainment business;

ii. Adult related establishment;

iii. Astrology and related practices;

iv. Tattoo and/or body piercing parlors;

v. Used appliance sales;

vi. Auto sales (new and used) and auto storage;

vii. RV/mobilehome sales yard, storage, repair;

viii. Recycling facilities;

ix. Auto dismantler;

x. Used tire storage and sales;

xi. Check cashing center;

xii. Money lender (including pawnbroker);

xiii. Mortuary;

xiv. Card room;

xv. Bingo activities licensed under Chapter 5.24 of this code;

xvi. Tobacco stores;

xvii. Laundromat;

xviii. Medical marijuana dispensary.

2. Uses Subject to Special Restrictions and Requirements.

If this title requires the approval of a special permit or other discretionary entitlement, or imposes other restrictions or requirements on the establishment of a particular use in the M-1 zone outside of the Del Paso Boulevard/Arden Way SPD,

approval of the same discretionary entitlement and compliance with the same restrictions or requirements shall be required to establish the use in the M-1 zone within the Del Paso Boulevard/Arden Way SPD, except the following uses are permitted in the M-1 zone in the Del Paso Boulevard/Arden Way SPD, subject to the restrictions and requirements stated for each use:

a. Auto service and repair and rental, subject to footnote (80) of Section 17.24.080 and, if not otherwise required, a planning commission special permit;

b. Hotel, subject to a planning commission special permit;

c. Motel, subject to a planning commission special permit;

e. Offices, subject to footnote (35) of Section 17.24.050, except that office use of 10,000 square feet or less of gross floor area or up to 35% of the gross floor area of the building(s) per parcel, whichever is greater, is permitted as of right.

f. Non-profit food preparation for off-site consumption and non-profit food storage and distribution facility, subject to a planning commission special permit;

g. Secondhand stores, subject to footnote (12) of Section 17.24.050, except that a planning commission special permit, rather than a zoning administrator special permit, shall be required;

h. Somatic practitioner or somatic practitioner establishment, subject to footnote (67) of Section 17.24.050 and a planning commission special permit.

B. Development Standards.

Except as provided in this subsection B, development in the M-1 zone in the Del Paso Boulevard/Arden Way SPD shall be subject to the same development standards that govern development in the M-1 zone outside of the Del Paso Boulevard/Arden Way SPD.

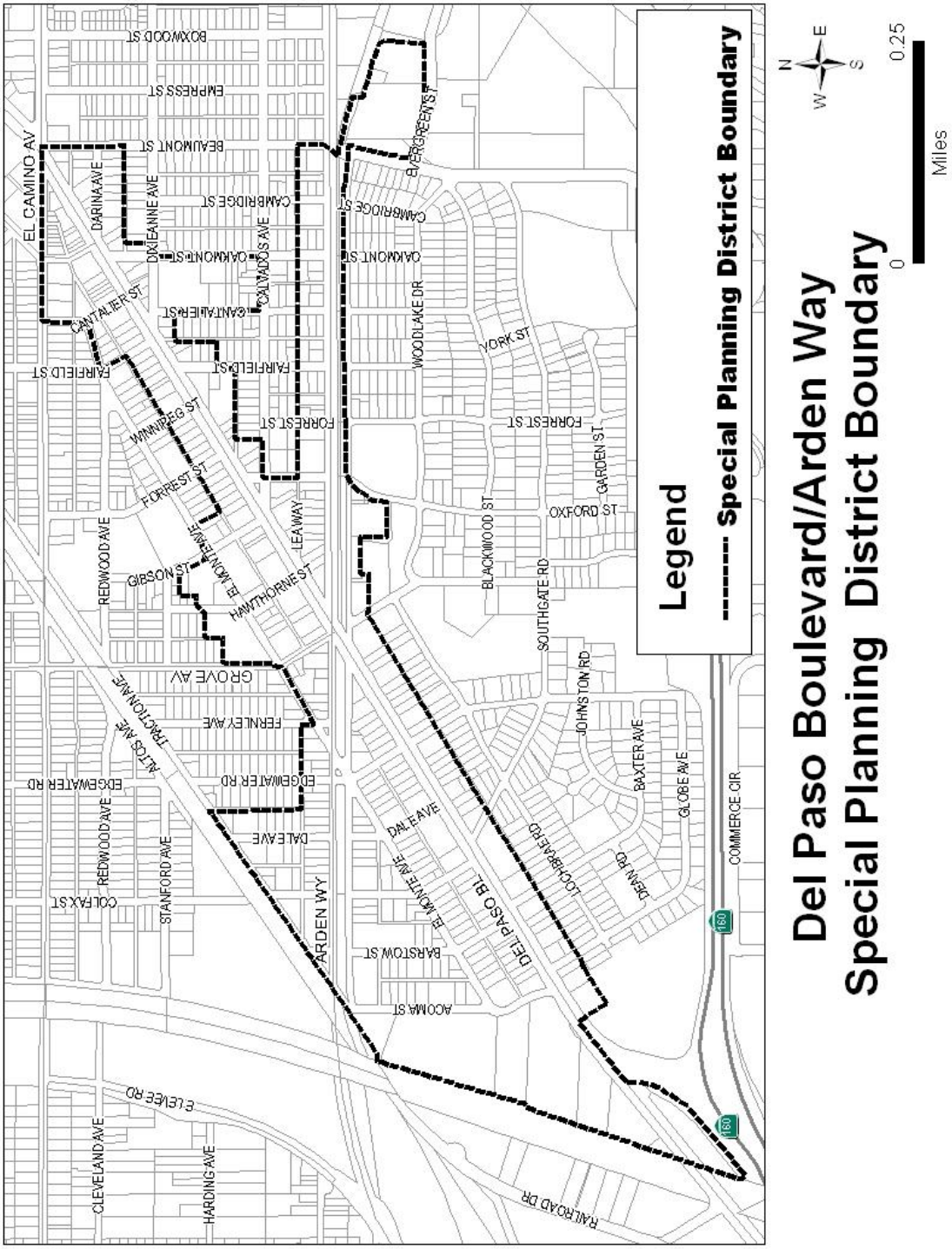
1. Outdoor Storage. Outdoor storage is not allowed unless the outdoor storage is incidental to a manufacturing use and is located within one hundred (100) feet of the manufacturing use it serves. A zoning administrator's special permit may permit outdoor storage up to three hundred (300) feet from the manufacturing use it serves. All outdoor storage shall be screened within an area enclosed on all sides by a solid fence (such as woven wire with slats) or a solid wall at least six feet in height.

**17.108.090 Modification of Height, Yard, and Stepback Standards.**

Design review conducted at the director or commission level under Chapter 17.132 may address and modify the required height, yard, and stepback standards for any project, to achieve the intent and purposes of the North Sacramento Design Guidelines, to ensure adequate light and air and compatibility with surrounding land

uses, to ensure that an adequate and appropriate street tree canopy is created and maintained, and to ensure an adequate and appropriate street wall is created and maintained. Where the design director or design commission has authority to modify the required height, yard, and stepback standards under this section for a project, neither the zoning administrator nor the planning commission shall have authority to consider or grant special permits, variances, plan reviews, modifications of these entitlements, or any other entitlement to modify the height, yard, or stepback standards for the project.

## Appendix A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FAIRFIELD ST
WINNIPEG ST
FORREST ST
GIBSON ST
REDWOOD AVE
HAWTHORNE ST
LEAWAY
GROVE AV
FERNLEY AVE
TRACTION AVE
ALTOS AVE
EDGEWATER RD
DALE AVE
COLFAX ST
STANFORD AVE
ARDEN WY
BARSTOW ST
ACOMA ST
ELLIOTT AVE
DEL PASO BL
LOCHBRAE RD
DEAN RD
BAXTER AVE
GLOBE AVE
JOHNSTON RD
SOUTHGATE RD
BLACKWOOD ST
OXFORD ST
GARDEN ST
YORK ST
WOODLAKE DR
EVERGREEN ST
COMMERCE CIR
RAILROAD DR
ELLIOTT RD
HARDING AVE
CLEVELAND AVE
160

**Section 4.** Adoption of this ordinance repealing and adding Sacramento City Code Chapter 17.108 is not intended to and does not affect any approvals made, and entitlements issued, with attendant conditions, under Chapter 17.108 prior to the effective date of this ordinance. Those approvals and entitlements shall continue in effect subject to the terms and conditions established under the provisions of Chapter 17.108 as they existed prior to the effective date of this ordinance.

**Section 5.** Adoption of this ordinance repealing and adding Sacramento City Code Chapter 17.108 is not intended to and does not affect any administrative, civil, or criminal prosecutions or proceedings brought or to be brought pursuant to Chapter 17.108 or other provisions of the Sacramento City Code, or pursuant to applicable federal, state, or local laws, to enforce the provisions of Chapter 17.108 as they existed prior to the effective date of this ordinance. The provisions of Chapter 17.108, as they exist on the effective date of this ordinance, shall continue to be operative and effective with regard to any acts occurring prior to the effective date of this ordinance.

**Attachment 7**

# DRAFT ORDINANCE NO.

Adopted by the Sacramento Council

**AN ORDINANCE AMENDING SECTION 17.28.030 OF TITLE 17OF THE SACRAMENTO CITY CODE (THE ZONING CODE) RELATING TO THE RESIDENTIAL MIXED USE ZONE (LR09-021)**

**BE IT ENACTED BY THE COUNCIL OF THE CITY OF SACRAMENTO:**

**Section 1.** Section 17.28.030 of Title 17 of the Sacramento City Code (the Zoning Code) is amended as follows:

A. Subsection A of Section 17.28.030 is amended to read as follows:

A. Nonresidential Development Limitations.

1. For new development in the RMX zone, commercial and office uses are limited to the ground floor only and may occupy up to a maximum of fifty (50) percent of the building square footage; provided, that

a. On lots that are less than or equal to three acres in size, the percentage of commercial or office use may be increased up to 100% of the building square footage, subject to approval of a zoning administrator's special permit;

b. On lots that are greater than 3 acres in size, the percentage of commercial or office use may be increased up to 100% of the building square footage, subject to approval of a planning commission special permit.

2. For new commercial or office development that requires a special permit, plan review, or design review under this title, the commercial corridor design principles adopted under Section 17.132.180, as they may be amended from time to time, shall apply to the design of the proposed new development. The commercial corridor design principles shall be applied in addition to any other design guidelines applicable to the development due to the development's location in a design review district, PUD, special planning district, overlay zone, or otherwise. If a conflict occurs, the other design guidelines shall take precedence over the commercial corridor design principles.

B. Except as specifically amended by the amendments to subsection A, Section 17.28.030 remains unchanged and in full force and effect.

**Attachment 8**

**DRAFT RESOLUTION NO.**

Adopted by the Sacramento City Council

**RESOLUTION APPROVING INFRASTRUCTURE RECOMMENDATIONS CONTAINED IN THE REPORT ENTITLED "THE NORTHEAST LINE LIGHT RAIL STATIONS PLAN PHASED INFRASTRUCTURE RECOMMENDATIONS"AS PART OF THE NORTHEAST LINE IMPLEMENTATION PLAN (LR09-21)**

**BACKGROUND**

G. On October 15, 2002, the City Council accepted the Transit for Livable Communities (TLC) recommendations, which provided recommendations and strategies for transit-supportive development proximate to existing and future light rail stations.

H. On July 24, 2007, the City Council accepted the Northeast Line Light Rail Stations Plan as the guiding vision for development within the quarter mile radius around the Globe, Arden/Del Paso, and Royal Oaks light rail stations. This plan consisted of design guidelines, recommended land use changes and an infrastructure assessment.

I. On March 3, 2009, the City Council adopted the 2030 General Plan, which includes land use and policy direction to promote infill development in key opportunity areas, including commercial corridors and areas served by transit, such as the Northeast Line Light Rail Corridor.

J. The infrastructure assessment from the Northeast Line Light Rail Stations plan has been revised to identify affordable, phased, and prioritized infrastructure improvements that will facilitate initial catalyst development and near term growth consistent with the 2030 General Plan's growth projections for the plan area.

K. On December 9, 2010, the City Planning Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve the recommendations for future infrastructure improvements along the Northeast Line Light Rail Corridor.

**BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:**

**Section 1**. Environmental Determination: The City Council has approved the environmental review of the Project as being within the scope of the 2030 General Plan Master EIR by Resolution No. ___.

**Section 2.** Based on the verbal and documentary evidence received at the hearing, the City Council approves infrastructure recommendations contained in the report entitled "The Northeast Line Light Rail Stations Plan Phased Infrastructure Recommendations" which is attached as Exhibit A of this Resolution.

**Section 3.** Exhibit A is a part of this Resolution.

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EXHIBIT A: Northeast Line Light Rail Stations Plan Phased Infrastructure Recommendations

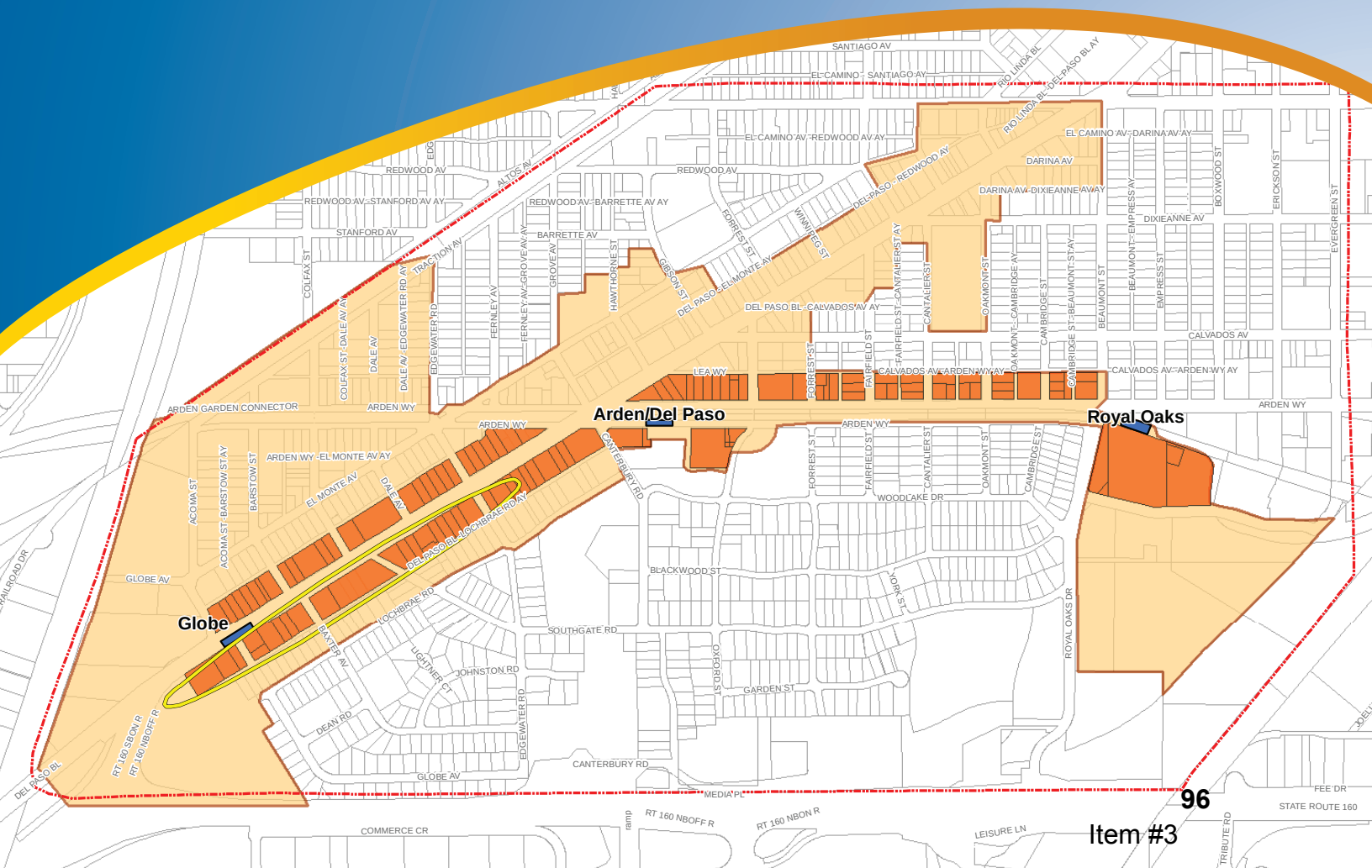
Exhibit A

# Northeast Line Light Rail Stations Plan
# Phased Infrastructure Recommendations

SUBMITTED TO THE
City of Sacramento

January 2011

NOLTE
BEYOND ENGINEERING



# FINAL REPORT FOR THE

# NORTHEAST LINE IMPLEMENTATION PLAN
# PHASED INFRASTRUCTURE RECOMMENDATIONS

**City Agreement #2010-0434**

**lead agency:**

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Community Development Department
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Sacramento, CA 95833-2935

**project consultant contact:**

Jay F. Radke
Project Manager
916.641.9139

**JANUARY 2011 - FINAL**

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# INTRODUCTION

## Project Description

The Northeast Line Light Rail Stations Plan (The Plan) was adopted by the City Council in December 2007. The Plan set forth the vision of an active, thriving transit-oriented residential and commercial neighborhood to maximize the advantages of the proximity to the existing three Light Rail Stations – Globe, Del Paso/Arden, and Royal Oaks. The Plan established proposed mixed land uses, goals, and policies that will guide future development.

The Plan study area encompassed a study impact area of roughly 570 acres, with a development focus within a quarter mile radius surrounding each of the existing three light rail stations. Newly envisioned land uses for these areas will present added infrastructure demands. Existing sanitary sewer, storm drainage, water, electrical power, telecommunications, natural gas and street improvement infrastructure capacity was analyzed and modifications proposed to adequately serve these new demands.

This report is being prepared with the goal to revisit the previously prepared infrastructure study for The Plan (dated March 2007) prepared by Nolte Associates, Inc. as a member of the Moore Iacofano & Goltman (MIG) Team. The report performs an analysis of the basic infrastructure needs and associated costs to support a realistic projection of growth by 2030 consisting of approximately 1,384 dwelling units and 112,950 square feet of commercial development. This reduced growth is located in a narrower Core Development Area focused on the Del Paso Boulevard Corridor and the Arden Way Corridor. This analysis relies on the previous infrastructure study with a focus on just the essential improvements necessary for the proposed development in the near term. The focus of the report is to identify key infrastructure investments that can be made at minimal cost to maximize development in the near term.

If the recommended infrastructure improvements specified in this report cannot be made in a timely manner, this report can serve as a guide for developers to determine which sites have the least infrastructure constraints. For such sites, there is a greater chance that infrastructure improvements can be realistically made on a project by project basis.

# EXECUTIVE SUMMARY

## Tier I - Catalyst Sites

There are a total of 13 parcels grouped together in four areas consisting of a total of 3.15 acres that are considered the catalyst sites for the near term development. The Sacramento Housing and Redevelopment Agency owns 8 of the parcels, Sacramento Regional Transit District owns 1, and the remaining 4 are privately owned. The anticipated development of the combined catalyst sites is a total of 189 residential dwelling units together with a total of 54,960 square feet of non-residential (ground floor commercial) development.

For the development of these catalyst sites, it is recommended to upgrade the existing water main in the Del Paso/Lochbrae Alley and reconstruct the pavement of the alley with concrete pavement. The following is a summary of the estimated cost of construction for the Tier I infrastructure improvements.

| TIER I - CATALYST SITES | |
|---|---|
| A. STREETWORK | |
| Streetscape Improvements | $0 |
| Del Paso Alleys | $346,300 |
| B. SEWER SYSTEM | |
| East | $0 |
| West | $0 |
| C. DRAINAGE SYSTEM | |
| Shed 151 East | $0 |
| D. WATER DISTRIBUTION SYSTEM | |
| Del Paso Alley | $477,056 |
| **TOTAL TIER I CONSTRUCTION (A-D)** | **$823,356** |

# Tier II – Near Term Development

The remainder of the Del Paso/Arden Way Corridor area is anticipated to have potential development in the near term to selected opportunity sites along the Del Paso and Arden Way Corridors. The anticipated development of all of the Tier II areas totaling 16.10 acres is 834 residential dwelling units together with a total of 285,601 square feet of non-residential development. Significant improvements are needed for the existing drainage system to allow development near the Royal Oaks Station. Upsizing of the existing sanitary sewer system on Edgewater Road is required for the added development along Del Paso Boulevard. The following is a summary of the estimated cost of construction for the Tier II infrastructure improvements.

**TIER II - DEVELOPMENT SITES**

| | |
|---|---|
| A. STREETWORK | |
| Streetscape Improvements | $0 |
| Del Paso Alleys | $268,088 |
| B. SEWER SYSTEM | |
| East | $273,139 |
| West | $783,641 |
| C. DRAINAGE SYSTEM | |
| Shed 151 East* | $5,663,908 |
| D. WATER DISTRIBUTION SYSTEM | |
| Del Paso Alleys | $347,625 |
| **TOTAL TIER II CONSTRUCTION (A-D)** | **$7,336,401** |

*The drainage system improvement necessary for the Tier II development in the vicinity of the Royal Oaks Station area assumes full construction of the piping and detention system downstream of Arden Way. Alternative mitigations and/or offsite improvement strategies (that achieve City performance requirements) of this system may be allowed on a case by case basis with approval of the City's Department of Utilities.

# Tier III – Full Buildout

Tier III is considered the full buildout of the Northeast Line Light Rail Stations Plan area. The original infrastructure study prepared in March 2007 details the anticipated growth projection and associated infrastructure costs for the full buildout of the Plan area. The following is the cost estimate summary table from the original infrastructure study. The costs estimates are inclusive of the Tier I and Tier II estimates above. The costs provides for major street beautification on Del Paso and Arden Way and major drainage improvements as well as the improvements necessary for the additional growth capacity. For brevity, the full detail of these estimates is not included with this focused study.

| | |
|---|---|
| A. STREETWORK | $19,569,360 |
| B. SEWER SYSTEM | |
| East | $273,139 |
| West | $1,234,617 |
| C. DRAINAGE SYSTEM | |
| Shed 151 East | $7,559,047 |
| Shed 151 West | $4,301,480 |
| Shed 153 | $2,337,660 |
| D. WATER DISTRIBUTION SYSTEM | |
| Globe Station Area | $1,507,359 |
| Arden - Del Paso Station Area | $1,466,859 |
| Royal Oaks Station Area | $2,715,188 |
| **TOTAL CONSTRUCTION (A-D)** | **$40,964,708** |

# LAND USE

A proposed development intensity land use analysis was prepared for the original Plan Area by the project planners Moore, Iacofano & Goltsman, Inc. (MIG). The land use analysis proposed higher intensity land uses for selected parcels surrounding the general area of each of the three existing light rail stations - Globe, Del Paso/Arden, and Royal Oaks.

It is envisioned that the sites will develop as either multi-family residential or mixed use multi-family residential/non-residential (commercial). The land use analysis proposed five different levels of development intensities (A-E) for the selected parcels. Each of the five development intensities were given a "Low" and "High" range for expected density of multi-family residential dwelling units per acre (DU/AC) and commercial floor area ratio (FAR). The following summarizes the assumptions used in the original Northeast Line Light Rail Plan analysis:

Development Intensity A: Residential - Low = 40 DU/AC, High = 60 DU/AC
Non-Residential - Low = 0.3 FAR, High = 0.4 FAR

Development Intensity B: Residential - Low = 40 DU/AC, High = 60 DU/AC
Non-Residential – None Proposed

Development Intensity C: Residential - Low = 25 DU/AC, High = 40 DU/AC
Non-Residential – None Proposed

Development Intensity D: Residential - Low = 15 DU/AC, High = 25 DU/AC
Non-Residential - Low = 0.45 FAR, High = 0.6 FAR

Development Intensity E: Residential - Low = 25 DU/AC, High = 40 DU/AC
Non-Residential - Low = 0.3 FAR, High = 0.4 FAR

Projections of the number of multi-family residential units and the gross square feet of non-residential by land use were developed. Table A-1 in Appendix A presents the results of the original land use development intensity analysis. For the purposes of the original infrastructure analysis, the Technical Advisory Committee asked that only the "High" range be analyzed.

## TIER I - CATALYST SITES

For the purposes of this report, the core development area has been narrowed to encompass approximately 24.1 acres immediately adjacent to the main roadway corridors of Del Paso Boulevard and Arden Way. Within this core development area, there are a total of 13 parcels grouped together in four areas consisting of a total of 3.15 acres that are considered the catalyst sites for the near term development. The Sacramento Housing and Redevelopment Agency owns 8 of the parcels, Sacramento Regional Transit District owns 1, and the remaining 4 are privately owned.

The four groups of lots are 0.35, 0.43, 1.00, and 1.38 in size located on the southerly side of Del Paso Boulevard between Globe Avenue and Edgewater Road. Using the assumed High level of development intensity "A" from the original study (High : Residential = 60 DU/acre & Non-Residential = FAR 0.4), this would yield a total of 189 residential dwelling units together with a total of 54,960 square feet of non-residential (ground floor commercial) development over the 3.15 acres of the catalyst sites.

## TIER II – NEAR TERM DEVELOPMENT SITES

The remainder of the Del Paso Boulevard Corridor area is anticipated to have a potential of development in the near term to selected opportunity sites. The original Land Use Plan prepared by MIG identified opportunity sites along the Corridor. In addition to the sites identified above in the Tier I – Catalyst Sites, there is an additional 4.84 acres of development anticipated in these opportunity sites. Using the assumed High level of development intensity "A" from the original study (High : Residential = 60 DU/acre & Non-Residential = FAR 0.4), this would yield a total of 299 residential dwelling units together with a total of 84,410 square feet of non-residential development.

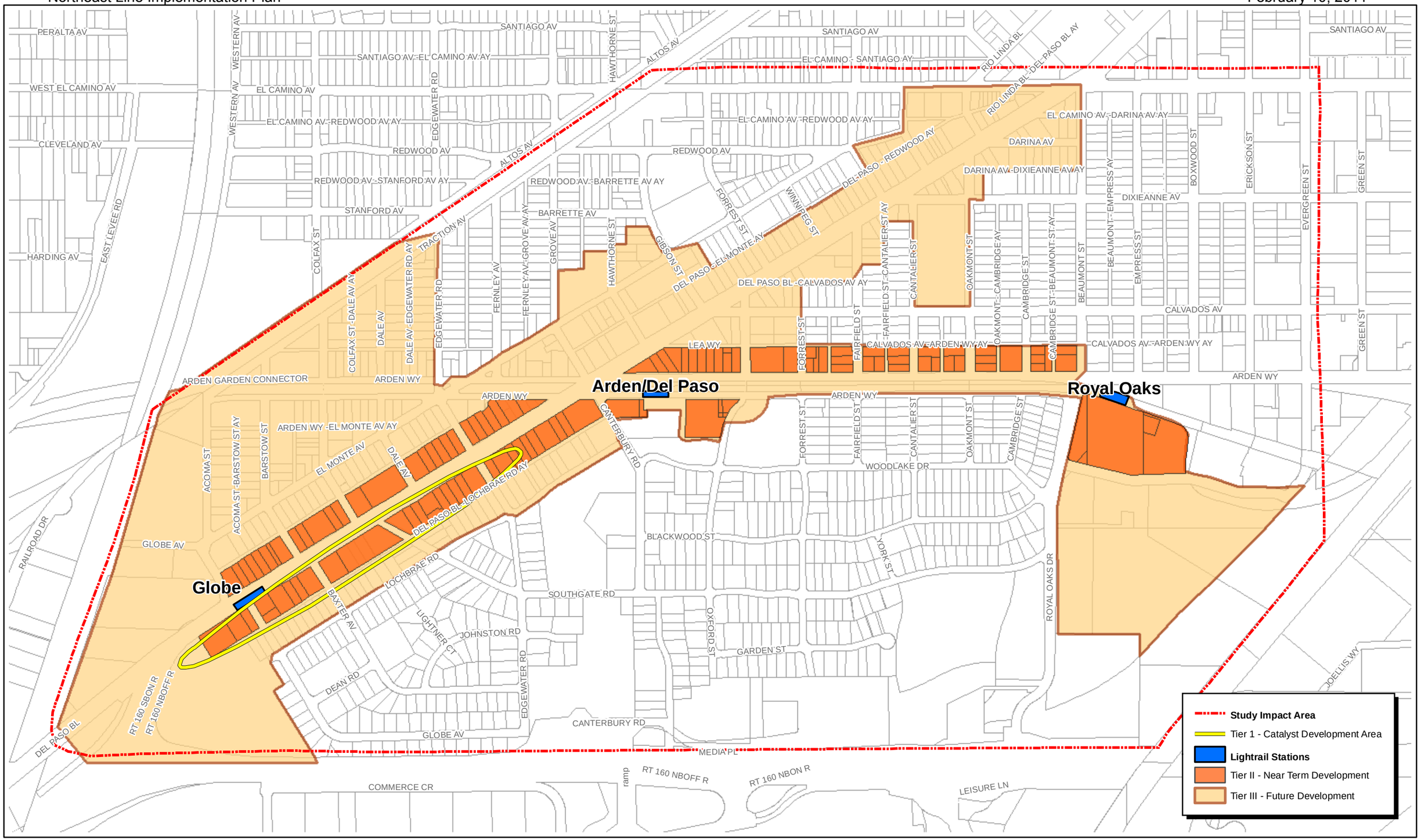
At the intersection of Del Paso and Arden Way there are three sites with a total area of 3.93 acres identified as opportunity sites. The two sites on the north side of Arden Way were assumed with a High level of development intensity "D" (High : Residential = 25 DU/acre & Non-Residential = FAR 0.6). The one larger site on the south side of Arden Way was assumed with a High level of development intensity "A" noted above. Using these densities would yield a total of 242 residential dwelling units together with a total of 73,685 square feet of non-residential development.

Near the Globe Station area on Arden Way there are three sites with a total of 7.32 acres identified as opportunity sites. The two sites on the north side of Arden Way were assumed with a High level of development intensity "E" (High : Residential = 40 DU/acre & Non-Residential = FAR 0.4). Using these densities would yield a total of 293 residential dwelling units together with a total of 127,506 square feet of non-residential development.

The total anticipated development of all of these three Tier II areas totaling 16.10 acres is 834 residential dwelling units together with a total of 285,601 square feet of non-residential development.

The Community Development Department (CDD) has estimated the total anticipated realistic growth projection of development within the year 2030 in the Plan area is approximately 1,384 residential dwelling units and 112,950 square feet of commercial development. This is somewhat less than the combined Tier I and Tier II projections of 1023 (= 299 + 834) for residential dwelling units.

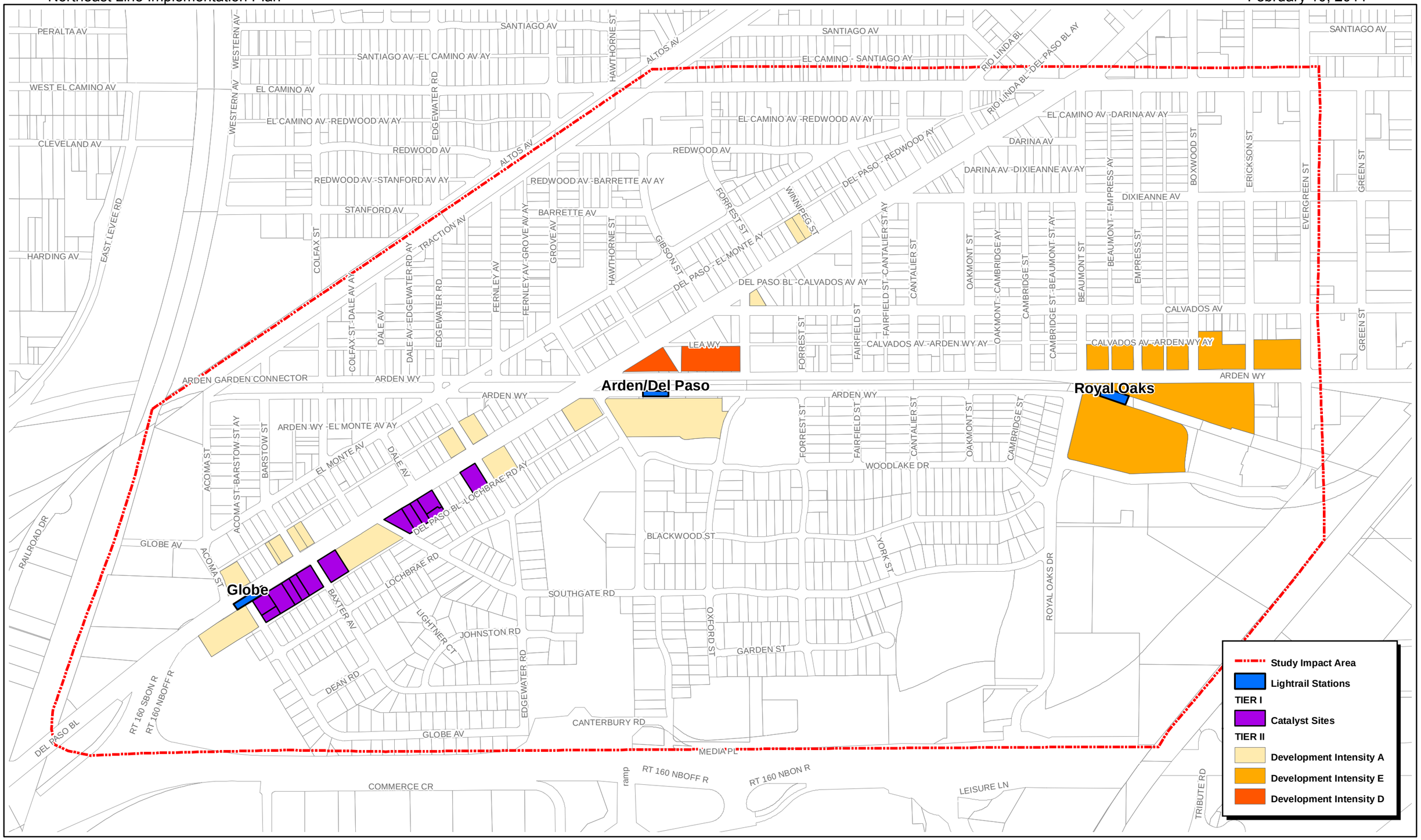
The combined projection for non-residential of 340,561 (= 84,410 + 285,601) square feet is considerably more than the CDD's 2030 growth projection for the area. However, the non-residential uses do not have as significant of an impact on the utility system as the residential uses. The difference between the two estimates in non-residential development is roughly equivalent to only 60 multi-family residential units.




# NORTHEAST LINE LIGHT RAIL STATIONS - PLAN AREA

FIGURE I - 1

**January, 2011 - FINAL**




# NORTHEAST LINE LIGHT RAIL STATIONS PLAN - FOCUSED LAND USE PLAN

FIGURE II - 1

**January, 2011 - FINAL**

# STREETSCAPE

The Circulation and Pedestrian Access portion of the Northeast Line Light Rail Stations Plan (The Plan) was prepared by Moore Iacofano & Goltsman, Inc. (MIG). Working directly with the City of Sacramento Planning and Transportation staff as well as the Northeast Line Light Rail Stations Technical Steering Committee, MIG developed a streetscape master plan for the Plan area together with a set of illustrative typical plan and sections for each of the proposed modifications to the existing streets. For the original infrastructure study, the typical street sections developed by MIG were used to develop conceptual cost estimates for The Plan.

For the purposes of this focused study, the street modifications are limited to the Del Paso Boulevard and the Arden Way modifications. The following is a discussion of the proposed improvements for each of these two Corridors.

**Del Paso Boulevard:** The City of Sacramento Transportation Department is currently under contract with a consultant for the design of improvements to Del Paso Boulevard within the Plan area from Highway 160 to Arden Way. The design of the improvements is being funded through a mixture of funding sources including City of Sacramento, Sacramento Area Council of Governments (SACOG), and Sacramento Housing and Redevelopment Agency (SHRA). The construction of these improvements will be funded through a mixture of sources including SACOG and Federal Grants.

The project is designed to improve the aesthetic and travel experience along Del Paso Boulevard. The improvements will largely follow the design principles set forth in the original Northeast Line Light Rail Stations Plan streetscape guidelines with a focus on the bulbout, on-street parking, tree well modifications, high visibility crosswalks, and sidewalk areas. A new traffic signal is planned at the Colfax/Southgate intersection. Underground utility work is limited to storm drainage modifications necessary to support the bulbout design. The plans do not include the Globe Light Rail Station decorative streetscape plan originally envisioned in The Plan. The total project cost is estimated at $3.3 million with construction of the project scheduled for 2011. This project will greatly enhance the development potential of the Del Paso Boulevard Corridor portion of the Study Area by providing frontage improvements for the parcels facing the street.

**Arden Way:** The City's 2008 Transportation Programming Guide (TPG) has identified three projects along Arden Way within The Plan area. The following is a brief description of each project:

Arden Way - Del Paso Boulevard to Royal Oaks Drive: This is a streetscape project designed to improve both the aesthetics and travel experience along Arden Way. The project is listed as 15th on the Streetscape Enhancements (Other Corridors) list contained in the TPG.

Arden Way - Royal Oaks Drive to Evergreen Street: This is a streetscape project designed to improve both the aesthetics and travel experience along Arden Way. The project is listed as 17th on the Streetscape Enhancements (Other Corridors) list contained in the TPG.

Arden Way - Beaumont Street to Evergreen Street: This is a project to install curb, gutter, and sidewalk improvements. The project is listed as 9th on the Pedestrian Improvements list contained in the TPG.

While all of the above three projects are contained in the TPG, none of these projects are currently funded. Conceptual cost estimates for these three projects are not available. As funding is made available, the projects will be implemented based upon their TPG rankings. Due to the significant costs of these projects, this focused study does not recommend improvements to Arden Way be included as a key infrastructure investment for the immediate needs of the Focus Study Area.

**Del Paso Boulevard Alleys:** While not a focus of the original infrastructure study improvements, the existing Alleys parallel to Del Paso Boulevard (El Monte/Del Paso Alley on the north and the Del Paso/Lochbrae Alley on the south) have been identified by this focused study as a potential catalyst to development along the corridor. The majority of the existing alleys are a mixture of gravel and/or deteriorated asphalt paving, with limited areas of recently paved asphalt, and a small section of concrete paving. Two sections of the existing alleys have asphalt pavement in good condition, the Del Paso/El Monte Alley between Colfax Street and Dale Avenue, and the Del Paso/Lochbrae Alley between Edgewater Road and Cantebury Road.

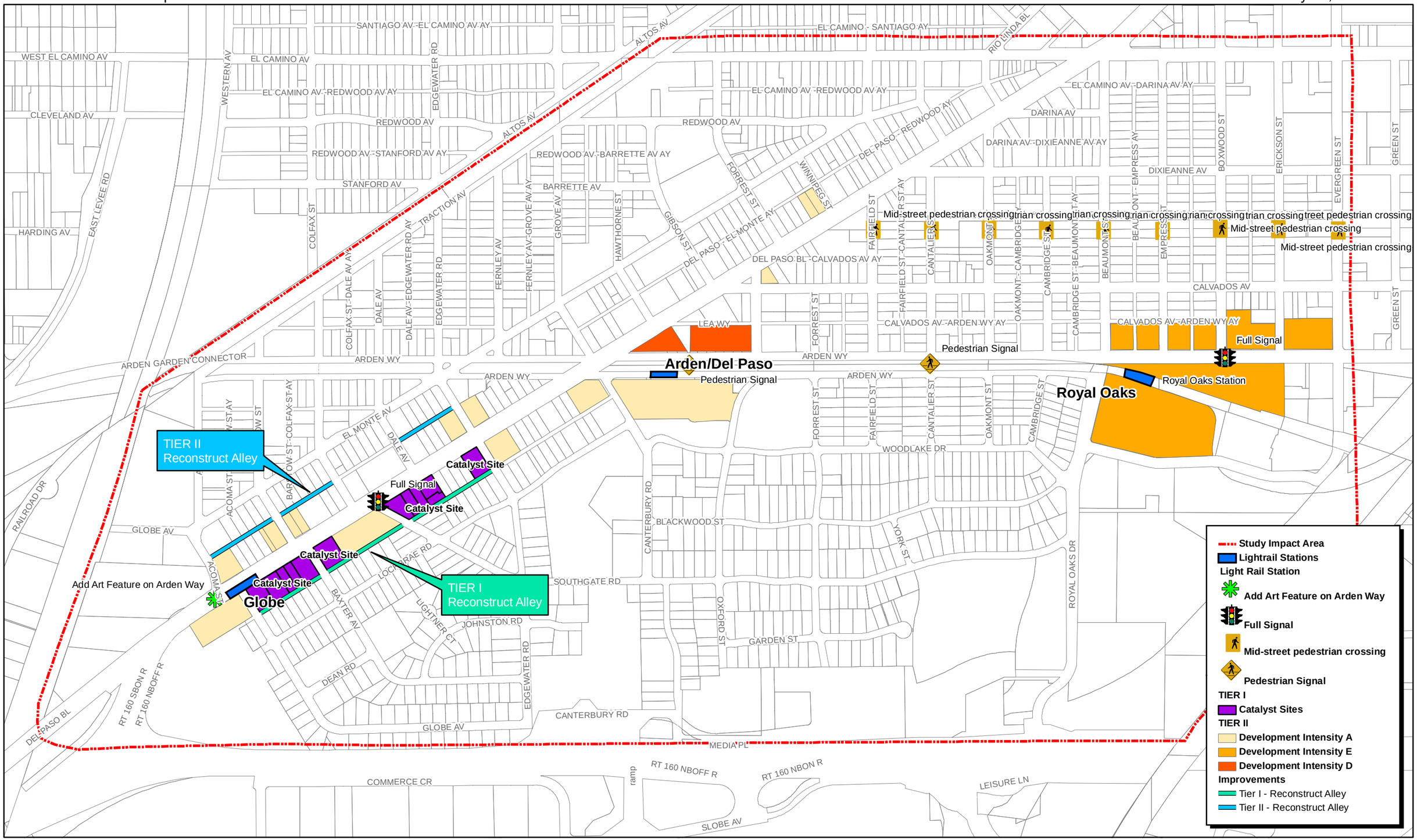
With development along the Corridor, access to the developing parcels will primarily be provided at the rear of the frontage lots by utilizing the existing alleys. The alley must be fully improved if it is used as the main vehicular access to a project. The development of a single parcel in the middle of a block would trigger the need to improve the pavement of the full length of the alley access to the main connecting side street. These alley improvements can be cost prohibitive to a single developing parcel in the middle of a block that would need improvements to the entire alley length out to the main street.

The City's standard for alley improvements is 6-inch concrete paving (per Design and Procedures Manual, Section 15, Plate 15-14). The concrete paving is a requirement because the typical standard 20 foot alley does not meet the minimum requirements for street width for Federal roadway maintenance funds. The concrete paving provides a longer lasting surface; however, the initial construction costs are considerably more expensive.

However, the City has allowed the use of asphalt pavement on alleys in selected areas within the City. The use of asphalt paving in the Study area may be allowed for a project on a case by case basis with approval from the City's Department of Transportation. For the purposes of this study, concrete paving has been used to provide a conservative estimate for the cost of alley pavement reconstruction.

## FUTURE ACTION/RECOMMENDATION

Improvement of the alley pavement (possibly in conjunction with watermain upsizing improvements) would be a significant benefit to individual parcel development along the Del Paso Boulevard Corridor. Therefore, this study recommends reconstruction and concrete pavement of the alleys as a key infrastructure investment to serve the immediate needs of the core development area.




# NORTHEAST LINE LIGHT RAIL STATIONS PLAN - STREETSCAPE PLAN

FIGURE III-1

**January, 2011 - FINAL**

200 100 0 200 Feet

# SANITARY SEWER

The Northeast Line Light Rail Stations Plan (The Plan) project area is primarily served by two separate Sewerage Collection Basins, Basins G304 & G305. The Basins are generally divided through the project area following Canterbury Road, Woodlake Drive, Cambridge Street, Beaumont Street and El Camino Avenue/Darina Avenue Alley.

For this focused study, the two main development areas along the Del Paso Boulevard and Arden Way Corridors were examined. The following is a description of the sewer improvements for each area.

**Del Paso Boulevard Corridor:** This area is served by the G304 collection system with the existing 10 inch main line located in Edgewater Road, the Del Paso Road/Lochbrae Alley, and the El Monte/Del Paso Alley. As identified in the original infrastructure study, the full development of this area will require significant sewer improvements to the downstream collection system. However, this included the impacts from the full development of the El Monte Triangle area.

The original study also noted that a portion of the Globe Station/Del Paso Station areas could be developed by utilizing the existing excess capacity of the existing collection system. An estimate of the existing flow rates in the system was made at the junction of the collection system pipelines at the intersection of Edgewater and Del Paso/Lochbrae. It was found that the main collection pipeline had an excess capacity at this point of approximately 207 ESDs (Equivalent Single Family Dwelling Units with an average flow rate of 400 gallons per day per unit). Using a multi-family rate of 0.75 ESDs per unit, this would potentially allow up to 276 multi-family units to be constructed before this pipeline would need to be upsized.

The total of the Tier I catalyst sites in this focus study area along the Del Paso Corridor are estimated to have 189 multi-family residential units and 54,960 square feet of non residential development. Using the above sewer generation rates, this would be a total of 153 ESDs (= 0.75 x 189 + 0.2/1000 x 54,960). This is well within the additional estimated capacity of the existing sewer system of 207 ESDs as noted above.

Based on the opportunity sites and associated land use densities presented in the Land Use Plan from the original Northwest Light Rail Stations Plan by MIG, a total of 408 multi-family residential units and 91,598 square feet of commercial development are anticipated for the Del Paso Boulevard Corridor. Note the boundary of these development estimates are limited to the area southwest of Canterbury Lane and do not include the development along Arden Way immediately east of the Del Paso/Arden intersection. Using a factor of 0.75 ESDs per multi-family unit and 0.2 ESDs per 100 square feet of commercial, this equates to a total of 324 ESDs. This means that approximately 64% (=207/324) of this focused study area of the Del Paso Corridor can be developed before the upgrades to the downstream system are necessary.

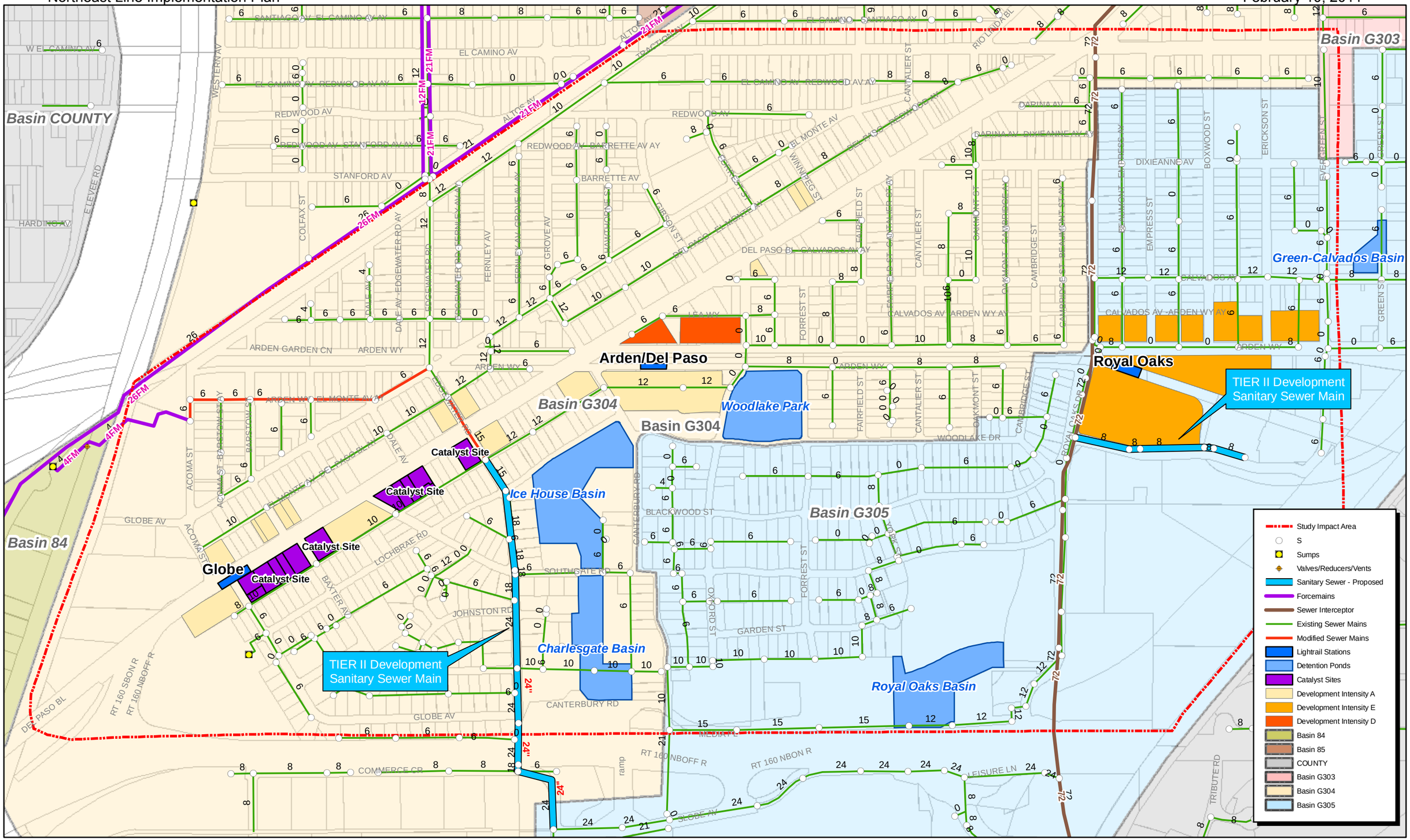
**FUTURE ACTION/RECOMMENDATION**

Upgrades to the downstream system are anticipated to be necessary with approximately 64% of the anticipated development along the focused study area of the Del Paso Corridor. Impact fees should be collected from both the Tier I and Tier II development to pay a fair share of the future system upgrades.

**Arden Way Corridor:** This area is served by the G305 collection system. As noted in the original infrastructure study, the main 12 inch collection pipeline located in Royal Oaks Drive does not have sufficient capacity for the increased flows from the proposed development around the Royal Oaks Station. Rather than upsize the entire length of the main pipeline from the Royal Oaks Drive / Evergreen Street intersection all the way to where it leaves The Plan area at Canterbury Road at Highway 160, it was recommended to create a new direct connection to the 72 inch interceptor at the Royal Oaks Drive / Evergreen Street intersection. The existing 12 inch pipeline north of the intersection and the proposed 15 inch pipeline in Evergreen Street would both be connected directly to the 72 inch interceptor at this point. This will eliminate the need to upsize a considerable length of pipeline. It will also reduce the flows into the downstream system thus allowing the G304 system modifications as noted in the original infrastructure study.

**FUTURE ACTION/RECOMMENDATION**

The direct connection of the existing system and the construction of the new 15 inch pipeline in Evergreen Street would be a key infrastructure investment to serve the needs of this focused study area.




# NORTHEAST LINE LIGHT RAIL STATIONS PLAN- SEWER PLAN

FIGURE IV - 1

January, 2011 - FINAL

200 100 0 200 Feet

# STORM DRAINAGE

In general, the majority of the Northeast Line Light Rail Stations Plan (The Plan) area drainage system is more than 40 years old. There have been numerous reported instances of street flooding within The Plan project area. Modeling studies indicate that there will likely be localized structure flooding during the projected 100-year storm event.

The Plan project area is located primarily within two separate Drainage Basin Areas, Basins 151 and 153. These two Basins are generally divided along the Del Paso Boulevard corridor. The following is a description of the drainage improvements for each area.

**Del Paso Boulevard Corridor:** The Del Paso Boulevard Corridor generally drains northwesterly into the Basin 153 system to Sump 153 located near the western end of Stanford Avenue which pumps into the Natomas East Main Drainage Canal. Minor improvements to the collection system inlets are proposed with the Del Paso Boulevard Streetscape Project (Highway 160 to Arden Way).

The system improvements envisioned in the original infrastructure study were to upsize the collection system. The study utilized the Hydrology Standards contained in the Sacramento City/County Drainage Manual (December 1996) for this analysis. The peak 10-year storm flow rates were determined utilizing the 10-Year Peak Flow rates from the Sacramento Method Rainfall Zone 2 (Figure 2-14), an assumed imperviousness of 80%, and the basin sub-shed areas. Proposed pipe sizes were determined using Manning's Equation and a minimum flow rate of two feet per second in the pipe. A detailed topographic survey of the Plan Area was considered beyond the scope of the work, and therefore the pipe sizes will need to be verified when more accurate information is available during the detail design of the system.

The proposed development of this focused study is limited to the parcels immediately adjacent to the Del Paso Boulevard Corridor. The majority of these parcels are highly impervious with either existing structures or paving. Therefore the drainage characteristics are not expected to change significantly.

The 100-year flooding is limited in this Corridor to a few parcels at the northeasterly end near the Canterbury/Lochbrae intersection. It is expected that development of parcels in this area will require floodproofing of the proposed structures.

**Arden Way Corridor:** The Arden Way Corridor generally drains southerly into the Basin 151 system to Sump 151 located east of Lathrop Way which drains into the American River. The original infrastructure study divided the Basin 151 improvements into two basic areas, West and East. The majority of the improvements identified in the original infrastructure study for the Basin 151 East area affect the anticipated development of this focused study for the area surrounding the Royal Oaks Station. This area has significant drainage capacity and floodplain issues. Upsizing of the existing main drainage pipeline system will be very expensive. In

addition, upstream pipeline and detention improvements within the Swanston Station area are also necessary.

**FUTURE ACTION/RECOMENDATION**

For this focused study, we have included an estimate of the costs for the main drainage pipeline system improvements for the Basin 151 East shed from Arden Way south to the detention basin. These improvements are considered necessary for unrestricted development of this area.

Funding for these drainage improvements has not been identified at this time. The City does not currently have funds available for drainage system Capital Improvement Projects (CIPs), but is hoping to implement a City wide drainage fee to fund projects in the future.

Development in the Royal Oaks Station area may be able to provide alternative solutions to mitigate the drainage impacts. Through a more detailed hydraulic study of the system and the project impacts (considered beyond the scope of this focused study), it may be possible to provide on-site/off-site storage, piping improvements, or combination of the two that can effectively mitigate the project impacts at a reduced cost. These improvements would be reviewed and approved by the Department of Utilities on a case by case basis.

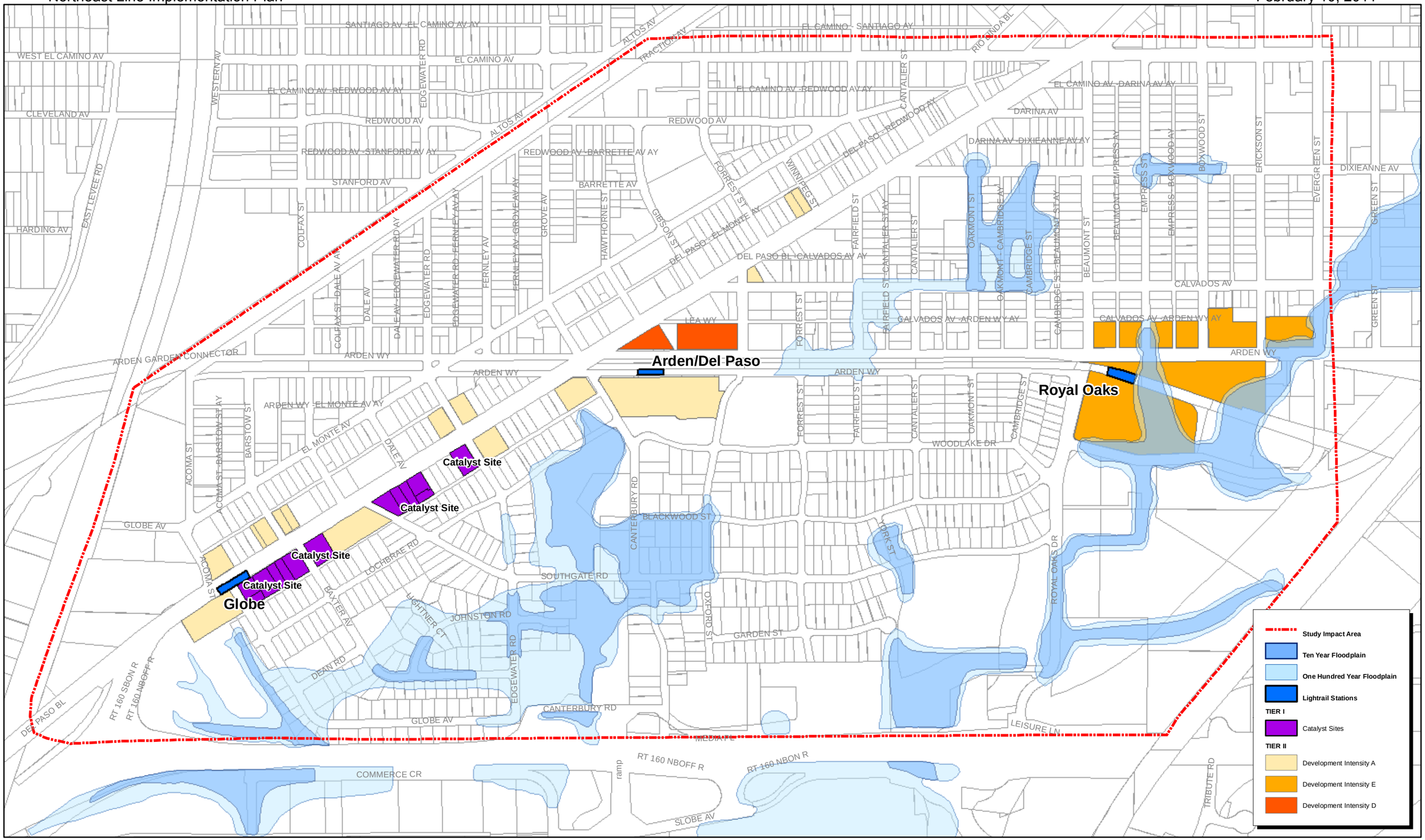
## Stormwater Quality

The City of Sacramento adopted the Stormwater Quality Design Manual for the Sacramento and South Placer Regions (May 2007), a joint effort of the communities in the greater Sacramento region. This manual had not yet been adopted at the time of the completion of the original infrastructure study (March 2007). Therefore, a brief description of the water quality requirements for future development is being provided.

The manual provides locally-adapted information for design and selection of three categories of stormwater quality control measures: source control, runoff reduction and treatment control. Per the requirements, multi-family and commercial, projects greater than 1 acre are required to implement permanent post-construction treatment measures.

**FUTURE ACTION/RECOMENDATION**

The existing storm drainage detention basins in the Basin 151 area are envisioned with future improvements to implement regional water quality treatment measures. However, until such measures are implemented, multi-family and commercial projects over 1 acre within The Plan area will be required to construct permanent post construction stormwater quality measures.

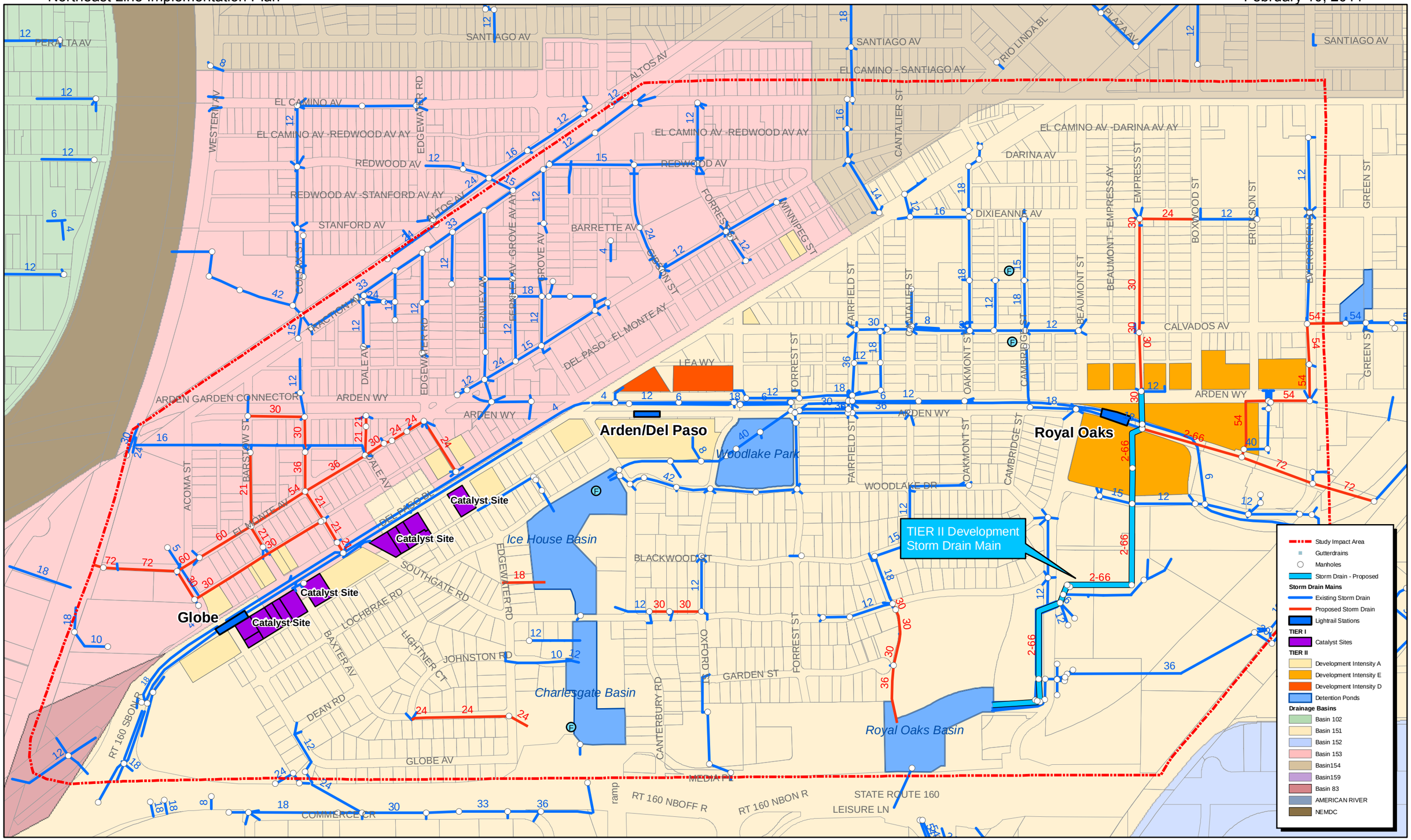



# NORTHEAST LINE LIGHT RAIL STATIONS PLAN- 100 YEAR FLOODPLAIN

FIGURE V - 1

January, 2011 - FINAL

200 100 0 200 Feet




# NORTHEAST LINE LIGHT RAIL STATIONS PLAN - STORM DRAIN PLAN

FIGURE V-2

**January, 2011 - FINAL**

NOLTE BEYOND ENGINEERING

# WATER SUPPLY

The Northeast Line Light Rail Stations Plan (The Plan) project area is generally served by an extensive system of service mains ranging in size from 4 to 8 inches in diameter. The system in The Plan project area was generally constructed between the 1920s to 1960s.

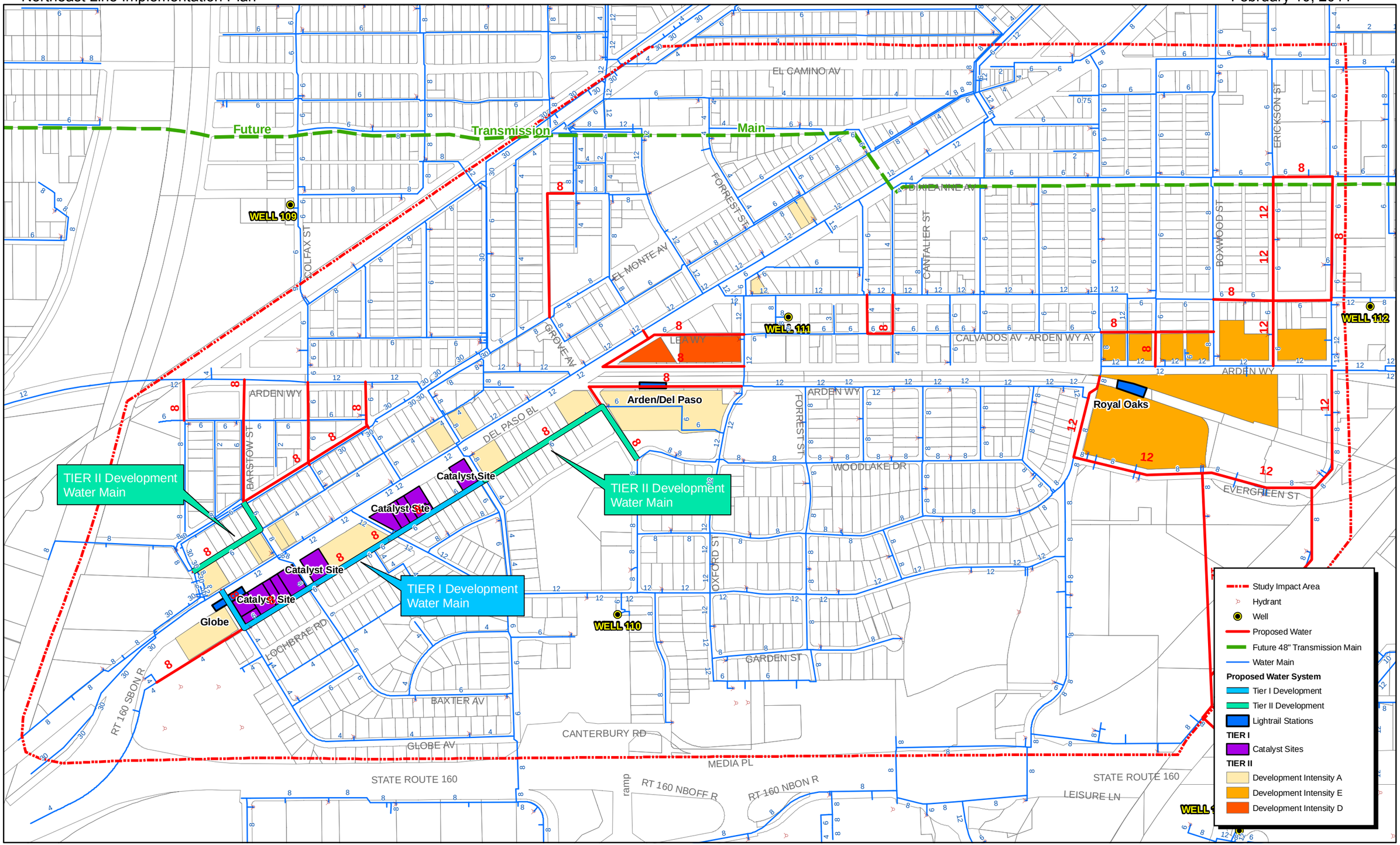
The existing corridors along Del Paso Boulevard and Arden Way are both well served by 12 inch distribution mains. However, the existing mains in the areas adjacent to these two corridors are generally undersized for the expected level of development of this focused study. The following is a description of water improvements for each area.

## FUTURE ACTION/RECOMMENDATION

**Del Paso Road Corridor:** The focused study envisions development to occur within the immediate area adjacent to Del Paso Road. The northerly side of the Corridor is served well by an existing 12 inch watermain located in the street along the northerly frontage. However, the southerly side of the Corridor will need to upsize the existing 6 inch main located in the alley to an 8 inch main to serve the expected development water/fire needs.

The replacement of this watermain would be a key infrastructure investment to serve the immediate needs of the focused study area. The main replacement could be performed in conjunction with the pavement replacement of the alley on this side of the Corridor.

**Arden Way Corridor**: The development along the Arden Way Corridor is expected to occur between Royal Oaks Drive and Evergreen Street. This area is well served by an existing 12 inch main located in Arden Way. To the south, the existing 8 inch main located in Royal Oaks Drive and Evergreen Street would serve the needs of the focus study development. However, as recommended in the original infrastructure study, this main should be upsized to a 12 inch main with further development to the south. To the north, the existing 6 inch mains should be replaced with 8 inch mains to serve the water/fire needs of the development.




# NORTHEAST LINE LIGHT RAIL STATIONS PLAN - PROPOSED WATER UTILITIES

FIGURE VI - 1

**January, 2011 - FINAL**

200 100 0 200 Feet

N W E S

NOLTE BEYOND ENGINEERING

# NATURAL GAS

The Pacific Gas & Electric Company (PG&E) supplies natural gas to the Sacramento area. The high pressure gas system in the Northeast Line Light Rail Stations Plan Area, generally is served by a grid system throughout the Plan Area. A 12 inch transmission main is located on the west side of the Plan Area running along the old railroad/Traction Avenue corridor. An 8 inch high pressure main crosses the Plan Area connecting to the 12 inch main at Edgewater Road south to Arden Way where it turns and follows the Arden Way corridor eastward and leaves the project area at the eastern boundary.

As discussed in the original infrastructure study, PG&E has stated the existing gas infrastructure in the Northeast Line Light Rail Stations Plan Area should be adequate to serve the level of development proposed in the majority of the Globe Station and Del Paso – Arden Station areas with relatively minor additions, unless an unusually large gas user locates in the area. In that case, facilities will be upgraded as necessary in order to accommodate the user.

**FUTURE ACTION/RECOMMENDATION**

With the development of the Royal Oaks Station area it is anticipated that a new transmission main loop will be needed to serve the development south of the Light Rail Tracks where currently only a dead-end 2 inch main exists located in Evergreen Street as well as a 2 inch main located in Royal Oaks Drive. It is anticipated that a 6 inch transmission main will need to be looped from the Arden/Evergreen intersection along Evergreen Street to Royal Oaks and south to the existing 6 inch main at Royal Oaks/Highway 160.

The above system costs are anticipated to be provided by PG&E. As with the original infrastructure study, no costs are anticipated with the development of the core development area.

# ELECTRICAL

The Sacramento Municipal Utility District (SMUD) provides electrical service to customers located within the Northeast Line Light Rail Stations Plan (The Plan) area. Power is transmitted to The Plan area by a series of 69 kilovolt (kV) transmission lines that feed overhead/underground 12 kV and 4 kV distribution systems. Within the project area, the 69kV transmission lines are located along the south side of Arden Way, along the west side of Evergreen Street, and along the El Monte-Del Paso Ally.

The Evergreen – Royal Oaks Substation is located south of Arden Way between Evergreen Street and Royal Oaks Drive. This substation is a 69-12kV substation and feeds the majority of the project area via an existing overhead/underground distribution system. The portion of The Plan area north of Arden Way is generally served by a 4kV overhead distribution system.

With the full buildout of the original land use projections for the Northeast Line Light Rail Stations Plan area, SMUD estimated that the additional electrical load from development may be approximately 15 to 23 megawatts at final buildout. With typical system improvements SMUD's distribution system should be able to handle this new load growth.

The Evergreen – Royal Oaks Substation is located on a 0.2 acre parcel just south of the light rail tracks within the middle of proposed development for the area. The development of the area around the substation will need to include proper building setbacks, screening, etc. to the station as well as the transmission lines leading to the station.

**FUTURE ACTION/RECOMMENDATION**

It is expected that future development in The Plan area will be served from the 12 kV distribution systems. The existing overhead distribution system will remain in order to maintain service to existing customers; however, portions of this system may be placed underground in segments as new buildings or street widening improvements are constructed. For the purposes of this focused study, it is anticipated the existing overhead system will remain in place and no undergrounding of the existing overhead systems will be required.

# PROBABLE ESTIMATE OF CONSTRUCTION COSTS

The costs presented here to construct the infrastructure necessary for the Northeast Line Light Rail Stations Plan area are intended for planning level only. They include the general costs for the overall buildout of the anticipated development of The Plan area using today's dollars.

An estimate of the near term "Key Infrastructure" projects has also been prepared. This estimate is intended to provide the costs for the potential project identified as key infrastructure investments to assist development of the core development area.

This estimate is not intended to be utilized for the actual costs for specific projects. The final costs for each specific project will need to be estimated separately and could be considerably different than those shown here due to the uncertainty of the order, timing and scope of the actual development to be constructed. The estimates have been developed solely to give interested parties a magnitude of the scale of the costs of improvements.

The unit costs are based on actual costs of recent development within the Del Paso Boulevard area, planning level costs utilized by various City departments as well as engineering judgment. Final unit costs for each specific project will depend on the actual labor and materials costs for the conditions at the time of construction. These conditions might include the scope of the development and the schedule of the completion of the project.

The estimates are generally separated into the corresponding infrastructure report for the different utilities. For each utility the estimates have been divided either along the major boundaries as for sewer and storm drainage, or by the corresponding Station area. Assumptions and clarifications for the costs are noted at the bottom of the individual sheets.

The unit costs for the storm drainage improvements utilized the 1996 Master Storm Drainage report as a basis and were increased using the ENR cost index from 1996 yearly average (ENR = 5,620) to the July 2010 values (ENR = 8,865).

The Streetwork improvements are based on the conceptual street sections prepared by MIG. The unit cost per foot was developed for each section and multiplied by the length of street within the plan area. Right-of-way acquisition has not been included in the estimates since it is expected that the improvements will be constructed within the existing road right-of-way.

# CONSTRUCTION COST ESTIMATE SUMMARY

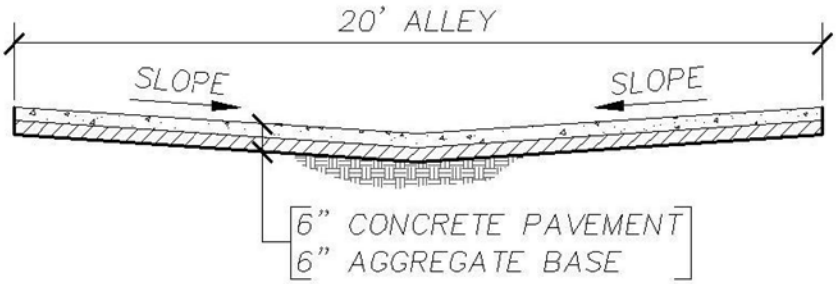
| TIER I - CATALYST SITES | |
|---|---|
| A. STREETWORK | |
| Streetscape Improvements | $0 |
| Del Paso Alleys | $346,300 |
| B. SEWER SYSTEM | |
| East | $0 |
| West | $0 |
| C. DRAINAGE SYSTEM | |
| Shed 151 East | $0 |
| D. WATER DISTRIBUTION SYSTEM | |
| Del Paso Alley | $477,056 |
| **TOTAL TIER I CONSTRUCTION (A-D)** | **$823,356** |

| TIER II - DEVELOPMENT SITES | |
|---|---|
| A. STREETWORK | |
| Streetscape Improvements | $0 |
| Del Paso Alleys | $268,088 |
| B. SEWER SYSTEM | |
| East | $273,139 |
| West | $783,641 |
| C. DRAINAGE SYSTEM | |
| Shed 151 East | $5,663,908 |
| D. WATER DISTRIBUTION SYSTEM | |
| Del Paso Alleys | $347,625 |
| **TOTAL TIER II CONSTRUCTION (A-D)** | **$7,336,401** |

# STREETWORK COSTS

| DESCRIPTION | QUANTITY | UNIT OF MEASURE | UNIT PRICE | AMOUNT |
|---|---|---|---|---|
| **A. STREETWORK** | | | | |
| 1. Del Paso Alleys - Catalyst Sites | 1,440 | LF | $142.50 | $205,200 |
| | 35% Contingency | | | $71,800 |
| | Subtotal | | | $277,000 |
| | 15% Engineering | | | $41,600 |
| | 10% Construction Management | | | $27,700 |
| Total Del Paso Alleys - Catalyst Sites | | | | **$346,300** |
| 2. Del Paso Alleys - Tier II Sites | 1,115 | LF | $142.50 | $158,888 |
| | 35% Contingency | | | $55,600 |
| | Subtotal | | | $214,488 |
| | 15% Engineering | | | $32,200 |
| | 10% Construction Management | | | $21,400 |
| Total Del Paso Alleys - Tier II Sites | | | | **$268,088** |
| **TOTAL STREETWORK** | | | | **$614,388** |

# DEL PASO ALLEY PAVEMENT




| | Description | Quantity | Unit of Measure | Unit Price | Amount |
|---|---|---|---|---|---|
| 1. | Earthwork | 0.75 | CY | $30.00 | $22.50 |
| 2. | 6" Concrete Pavement | 20 | SF | $5.00 | $100.00 |
| 3. | 6" Aggregate Base | 20 | SF | $1.00 | $20.00 |
| | **Total Street Costs per LF** | | | | **$142.50** |

Assumptions:

1. One foot depth of earthwork over entire cross section.
2. "V" Gutter to be placed on center of alley.

# SEWER SYSTEM COSTS

## WEST SEWER SYSTEM COSTS

| DESCRIPTION | QUANTITY | UNIT OF MEASURE | UNIT PRICE | AMOUNT |
|---|---|---|---|---|
| **B. SEWER SYSTEM** | | | | |
| 1. Sewer Manhole | 16 | EA | $5,980.00 | $95,680 |
| 2. Sewer Pipe, 8" | 0 | LF | $80.00 | $0 |
| 3. Sewer Pipe, 10" | 0 | LF | $90.00 | $0 |
| 4. Sewer Pipe, 12" | 0 | LF | $105.00 | $0 |
| 5. Sewer Pipe, 15" | 0 | LF | $120.00 | $0 |
| 6. Sewer Pipe, 18" | 0 | LF | $130.00 | $0 |
| 7. Sewer Pipe, 21" | 1,635 | LF | $140.00 | $228,900 |
| 8. Sewer Pipe, 24" | 420 | LF | $150.00 | $63,000 |
| 9. Sewer Pipe, 27" | 480 | LF | $160.00 | $76,800 |
| 9. Service | 0 | EA | $500.00 | $0 |
| | **Subtotal** | | | **$464,380** |
| | 35% Contingency | | | $162,533 |
| | Subtotal | | | $626,913 |
| | 15% Engineering | | | $94,037 |
| | 10% Construction Management | | | $62,691 |
| **SEWER SYSTEM SUBTOTAL** | | | | **$783,641** |

# SEWER SYSTEM COSTS

## EAST SEWER SYSTEM COSTS

| DESCRIPTION | QUANTITY | UNIT OF MEASURE | UNIT PRICE | AMOUNT |
|---|---|---|---|---|
| **B. SEWER SYSTEM** | | | | |
| 1. Sewer Manhole | 7 | EA | $5,980.00 | $41,860 |
| 2. Sewer Pipe, 8" | 0 | LF | $80.00 | $0 |
| 3. Sewer Pipe, 10" | 0 | LF | $90.00 | $0 |
| 4. Sewer Pipe, 12" | 0 | LF | $105.00 | $0 |
| 5. Sewer Pipe, 15" | 1,000 | LF | $120.00 | $120,000 |
| 6. Sewer Pipe, 18" | 0 | LF | $130.00 | $0 |
| 7. Sewer Pipe, 21" | 0 | LF | $140.00 | $0 |
| 8. Sewer Pipe, 24" | 0 | LF | $150.00 | $0 |
| 9. Service | 0 | EA | $500.00 | $0 |
| | **Subtotal** | | | **$161,860** |
| | 35% Contingency | | | $56,651 |
| | Subtotal | | | $218,511 |
| | 15% Engineering | | | $32,777 |
| | 10% Construction Management | | | $21,851 |
| **SEWER SYSTEM SUBTOTAL** | | | | **$273,139** |

# DRAINAGE SYSTEM COSTS - SHED 151 EAST

| | DESCRIPTION | QUANTITY | UNIT OF MEASURE | UNIT PRICE | AMOUNT |
|---|---|---|---|---|---|
| **C. DRAINGE SYSTEM** | | | | | |
| 1. | Storm Drain Pipe, 18" | 0 | LF | $96.00 | $0 |
| 2. | Storm Drain Pipe, 24" | 0 | LF | $130.00 | $0 |
| 3. | Storm Drain Pipe, 30" | 129 | LF | $160.00 | $20,640 |
| 4. | Storm Drain Pipe, 36" | 0 | LF | $195.00 | $0 |
| 5. | Storm Drain Pipe, 48" | 0 | LF | $265.00 | $0 |
| 6. | Storm Drain Pipe, 54" | 0 | LF | $310.00 | $0 |
| 7. | Storm Drain Pipe, 60" | 0 | LF | $350.00 | $0 |
| 8. | Storm Drain Pipe, 66" | 3,110 | LF | $395.00 | $1,228,450 |
| 9. | Storm Drain Pipe, 72" | 0 | LF | $435.00 | $0 |
| 10. | Manhole, 12"-24" | 0 | EA | $3,200.00 | $0 |
| 11. | Manhole, 30"-36" | 0 | EA | $3,175.00 | $0 |
| 12. | Manhole, 42"-48" | 1 | EA | $3,800.00 | $3,800 |
| 13. | Manhole, 54"-60" | 0 | EA | $4,150.00 | $0 |
| 14. | Manhole, 66"-72" | 10 | EA | $4,650.00 | $46,500 |
| 15. | Detention Basin Improvements Northern West Basin | 0 | EA | $1,415,500.00 | $0 |
| 16. | Detention Basin Improvements Southern West Basin | 0 | EA | $1,158,541.88 | $0 |
| 17. | Detention Basin Improvements East Basin | 1 | EA | $2,057,000.00 | $2,057,000 |
| 18. | Flood Proofing (House) | 0 | EA | $39,500.00 | $0 |
| 19. | Flood Proofing (Building) | 0 | EA | $78,900.00 | $0 |
| | | **Subtotal** | | | **$3,356,390** |
| | | 35% Contingency | | | $1,174,737 |
| | | Subtotal | | | $4,531,127 |
| | | 15% Engineering | | | $679,669 |
| | | 10% Construction Management | | | $453,113 |
| | **TOTAL STORM DRAIN SHED 151 EAST** | | | | **$5,663,908** |

Unit prices derived by applying the McGraw-Hill Construction ENR (July, 2010 - 8,865, 1996 - 5620) to the City of Sacramento's 1996 sump 151 Storm Drain Master Plan.

# WATER DISTRIBUTION SYSTEM COSTS

| | DESCRIPTION | QUANTITY | UNIT OF MEASURE | UNIT PRICE | AMOUNT |
|---|---|---|---|---|---|
| **D.1** | **WATER DISTRIBUTION SYSTEM - CATALYST SITES** | | | | |
| 1. | Water, 8" (Incl. fittings) | 2,427 | LF | $100.00 | $242,700 |
| 2. | Fire Hydrant | 8 | EA | $5,000.00 | $40,000 |
| | | **Subtotal** | | | $282,700 |
| | | 35% Contingency | | | $98,945 |
| | | Subtotal and Contingency | | | $381,645 |
| | | 15% Engineering | | | $57,247 |
| | | 10% Construction Management | | | $38,165 |
| | Total Water Distribution System - Catalyst Sites | | | | **$477,056** |
| **D.2** | **WATER DISTRIBUTION SYSTEM - TIER II** | | | | |
| 1. | Water, 8" (Incl. fittings) | 1,760 | LF | $100.00 | $176,000 |
| 2. | Fire Hydrant | 6 | EA | $5,000.00 | $30,000 |
| | | **Subtotal** | | | $206,000 |
| | | 35% Contingency | | | $72,100 |
| | | Subtotal and Contingency | | | $278,100 |
| | | 15% Engineering | | | $41,715 |
| | | 10% Construction Management | | | $27,810 |
| | Total Water Distribution System - Tier II Sites | | | | **$347,625** |
| | **TOTAL WATER DISTRIBUTION SYSTEM** | | | | **$824,681** |

# APPENDIX A

# LAND USE CALCULATIONS

# APPENDIX A – LAND USE CALCULATIONS

## Table A-1
## Proposed Land Use Development Intensity

| | Total Developable Area (Acres) | Residential (Dwelling Units) | | Non-Residential (Acres) | | Non-Residential (Square Feet) | |
|---|---|---|---|---|---|---|---|
| | | *Low* | *High* | *Low* | *High* | *Low* | *High* |
| **Globe Station** | | | | | | | |
| Development Intensity A | 5.55 | 222 | 333 | 1.67 | 2.22 | 72,567 | 96,756 |
| Development Intensity B | 6.89 | 276 | 413 | 0.00 | 0.00 | 0 | 0 |
| Development Intensity C | 9.66 | 242 | 387 | 0.00 | 0.00 | 0 | 0 |
| Development Intensity D | | | | | | | |
| Development Intensity E | | | | | | | |
| **Total for Globe Station** | 22.11 | 739 | **1,133** | 1.67 | 2.22 | 72,567 | **96,756** |
| **Del Paso - Arden Station** | | | | | | | |
| Development Intensity A | 5.34 | 214 | 320 | 1.60 | 2.14 | 69,763 | 93,017 |
| Development Intensity B | | | | | | | |
| Development Intensity C | 4.06 | 102 | 162 | 0.00 | 0.00 | 0 | 0 |
| Development Intensity D | 1.70 | 25 | 42 | 0.76 | 1.02 | 33,294 | 44,392 |
| Development Intensity E | | | | | | | |
| **Total for Del Paso/Arden Station** | 11.10 | 341 | **525** | 2.37 | 3.15 | 103,057 | **137,409** |
| **Royal Oaks Station** | | | | | | | |
| Development Intensity A | | | | | | | |
| Development Intensity B | 27.69 | 1,107 | 1,661 | 0.00 | 0.00 | 0 | 0 |
| Development Intensity C | 3.39 | 85 | 136 | 0.00 | 0.00 | 0 | 0 |
| Development Intensity D | | | | | | | |
| Development Intensity E | 13.13 | 328 | 525 | 3.94 | 5.25 | 171,579 | 228,772 |
| **Total for Royal Oaks Station** | 44.21 | 1,521 | **2,322** | 3.94 | 5.25 | 171,579 | **228,772** |
| **Total For All Stations** | 77.41 | 2,600 | **3,980** | 7.97 | 10.63 | 347,203 | **462,937** |

# Globe Station

| AREA (SQ FT) | AREA (ACS) | APN | LANDUSE_DE | ZONE | Dev_Type | Res_Low | Res_High | NonRes_Low | NonRes_High | NonRes_Low | NonRes_High |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 3706.26371 | 0.085 | 275-0161-008 | SMALL RETAIL | C-2-SPD | A | 3 | 5 | 0.026 | 0.034 | 1112 | 1483 |
| 11199.10269 | 0.257 | 275-0161-007 | LIGHT INDUSTRIAL | C-2-SPD | A | 10 | 15 | 0.077 | 0.103 | 3360 | 4480 |
| 26674.88007 | 0.612 | 275-0260-008 | SMALL RETAIL | C-2 | A | 24 | 37 | 0.184 | 0.245 | 8002 | 10670 |
| 10754.79895 | 0.247 | 275-0165-018 | | C-2-SPD | A | 10 | 15 | 0.074 | 0.099 | 3226 | 4302 |
| 12508.50801 | 0.287 | 275-0161-014 | HEAVY INDUSTRIAL | C-2-SPD | A | 11 | 17 | 0.086 | 0.115 | 3753 | 5003 |
| 14989.85393 | 0.344 | 275-0163-006 | CEMETARY/MORTUARY | C-2-SPD | A | 14 | 21 | 0.103 | 0.138 | 4497 | 5996 |
| 7526.52037 | 0.173 | 275-0162-001 | VACANT/OFFICE | C-2-SPD | A | 7 | 10 | 0.052 | 0.069 | 2258 | 3011 |
| 15093.71871 | 0.347 | 275-0162-004 | VETERINARIAN | C-2-SPD | A | 14 | 21 | 0.104 | 0.139 | 4528 | 6037 |
| 9168.49491 | 0.210 | 275-0165-003 | | C-2-SPD | A | 8 | 13 | 0.063 | 0.084 | 2751 | 3667 |
| 5098.83856 | 0.117 | 275-0163-002 | LOW RISE APARTMENT < 4 STORIES | C-2-SPD | A | 5 | 7 | 0.035 | 0.047 | 1530 | 2040 |
| 7304.59349 | 0.168 | 275-0164-013 | LIGHT INDUSTRIAL | C-2-SPD | A | 7 | 10 | 0.050 | 0.067 | 2191 | 2922 |
| 10050.71992 | 0.231 | 275-0163-001 | VACANT/RETAIL | C-2-SPD | A | 9 | 14 | 0.069 | 0.092 | 3015 | 4020 |
| 14794.43068 | 0.340 | 275-0163-003 | VACANT/OFFICE | C-2-SPD | A | 14 | 20 | 0.102 | 0.136 | 4438 | 5918 |
| 7527.97401 | 0.173 | 275-0163-005 | | C-2-SPD | A | 7 | 10 | 0.052 | 0.069 | 2258 | 3011 |
| 7533.13738 | 0.173 | 275-0165-002 | | C-2-SPD | A | 7 | 10 | 0.052 | 0.069 | 2260 | 3013 |
| 7606.94303 | 0.175 | 275-0163-004 | VACANT/OFFICE | C-2-SPD | A | 7 | 10 | 0.052 | 0.070 | 2282 | 3043 |
| 18531.29888 | 0.425 | 275-0165-019 | PARKING LOT | C-2-SPD | A | 17 | 26 | 0.128 | 0.170 | 5559 | 7413 |
| 6621.93193 | 0.152 | 275-0161-013 | LIGHT INDUSTRIAL | C-2-SPD | A | 6 | 9 | 0.046 | 0.061 | 1987 | 2649 |
| 7256.27135 | 0.167 | 275-0164-014 | LIGHT INDUSTRIAL | C-2-SPD | A | 7 | 10 | 0.050 | 0.067 | 2177 | 2903 |
| 603.60259 | 0.014 | 275-0165-017 | | C-2 | A | 1 | 1 | 0.004 | 0.006 | 181 | 241 |
| 7568.00765 | 0.174 | 275-0122-008 | VACANT/RETAIL | C-2-SPD | A | 7 | 10 | 0.052 | 0.069 | 2270 | 3027 |
| 22346.51844 | 0.513 | 275-0165-016 | SMALL RETAIL | C-2-SPD | A | 21 | 31 | 0.154 | 0.205 | 6704 | 8939 |
| 7422.50529 | 0.170 | 275-0122-007 | VACANT/RETAIL | C-2-SPD | A | 7 | 10 | 0.051 | 0.068 | 2227 | 2969 |
| 246916.43919 | 5.668 | 275-0111-006 | | M-1-SPD | B | 227 | 340 | | | | |
| 8029.47329 | 0.184 | 275-0161-016 | VACANT/INDUSTRIAL | M-1-SPD | B | 7 | 11 | | | | |
| 7449.57396 | 0.171 | 275-0164-002 | LIGHT INDUSTRIAL | C-2-SPD | B | 7 | 10 | | | | |
| 7617.04243 | 0.175 | 275-0161-017 | VACANT/INDUSTRIAL | M-1-SPD | B | 7 | 10 | | | | |
| 7406.16140 | 0.170 | 275-0161-004 | VACANT/RECREATIONAL | M-1-SPD | B | 7 | 10 | | | | |
| 7378.88234 | 0.169 | 275-0161-006 | RESIDENTIAL/SINGFAM/SUBDIV | M-1-SPD | B | 7 | 10 | | | | |
| 7371.64339 | 0.169 | 275-0164-001 | LIGHT INDUSTRIAL | C-2-SPD | B | 7 | 10 | | | | |
| 7852.60653 | 0.180 | 275-0122-004 | VACANT/OFFICE | C-2-SPD | B | 7 | 11 | | | | |
| 5379.77286 | 0.124 | 275-0121-002 | VACANT/RESIDENTIAL | C-2-SPD | C | 3 | 5 | | | | |
| 3343.54527 | 0.077 | 275-0113-010 | RESIDENTIAL/SINGFAM/SUBDIV | C-2-SPD | C | 2 | 3 | | | | |
| 21707.96949 | 0.498 | 275-0114-015 | VACANT/RETAIL | C-2-SPD | C | 12 | 20 | | | | |
| 4435.26015 | 0.102 | 275-0113-012 | RESIDENTIAL/FOURPLEX | C-2-SPD | C | 3 | 4 | | | | |
| 7212.03949 | 0.166 | 275-0114-006 | VACANT/RETAIL | C-2-SPD | C | 4 | 7 | | | | |
| 7059.86940 | 0.162 | 275-0113-004 | HEAVY INDUSTRIAL | C-2-SPD | C | 4 | 6 | | | | |
| 9296.62141 | 0.213 | 275-0112-027 | LIGHT INDUSTRIAL | M-1-SPD | C | 5 | 9 | | | | |
| 9494.73286 | 0.218 | 275-0114-013 | LIGHT INDUSTRIAL | C-2-SPD | C | 5 | 9 | | | | |
| 6751.09303 | 0.155 | 275-0113-015 | VACANT/RECREATIONAL | M-1-SPD | C | 4 | 6 | | | | |
| 7454.36355 | 0.171 | 275-0163-007 | RESIDENTIAL/SINGFAM/SUBDIV | R-1 | C | 4 | 7 | | | | |
| 6307.29539 | 0.145 | 275-0121-001 | RESIDENTIAL/SINGFAM/SUBDIV | C-2-SPD | C | 4 | 6 | | | | |
| 42756.04344 | 0.982 | 275-0112-001 | VACANT/INDUSTRIAL | M-1-SPD | C | 25 | 39 | | | | |
| 7108.21423 | 0.163 | 275-0112-017 | LIGHT INDUSTRIAL | M-1-SPD | C | 4 | 7 | | | | |
| 10168.77658 | 0.233 | 275-0113-023 | RESIDENTIAL/SINGFAM/NONSUB | C-2-SPD | C | 6 | 9 | | | | |
| 3510.46015 | 0.081 | 275-0113-013 | VACANT/RECREATIONAL | M-1-SPD | C | 2 | 3 | | | | |
| 4298.67769 | 0.099 | 275-0113-014 | VACANT/RECREATIONAL | M-1-SPD | C | 2 | 4 | | | | |
| 7486.40286 | 0.172 | 275-0113-003 | HEAVY INDUSTRIAL | C-2-SPD | C | 4 | 7 | | | | |
| 7041.35668 | 0.162 | 275-0114-005 | VACANT/RETAIL | C-2-SPD | C | 4 | 6 | | | | |
| 7118.10622 | 0.163 | 275-0113-005 | HEAVY INDUSTRIAL | C-2-SPD | C | 4 | 7 | | | | |
| 6645.73737 | 0.153 | 275-0112-007 | LIGHT INDUSTRIAL | M-1-SPD | C | 4 | 6 | | | | |
| 10242.45544 | 0.235 | 275-0113-024 | RESIDENTIAL/SINGFAM/SUBDIV | C-2-SPD | C | 6 | 9 | | | | |
| 13424.83972 | 0.308 | 275-0112-005 | VACANT/INDUSTRIAL | M-1-SPD | C | 8 | 12 | | | | |
| 10597.17432 | 0.243 | 275-0112-026 | LIGHT INDUSTRIAL | M-1-SPD | C | 6 | 10 | | | | |
| 6848.42017 | 0.157 | 275-0121-003 | CITY | C-2-SPD | C | 4 | 6 | | | | |
| 10037.81656 | 0.230 | 275-0114-014 | VACANT/INDUSTRIAL | C-2-SPD | C | 6 | 9 | | | | |
| 7119.03007 | 0.163 | 275-0113-011 | RESIDENTIAL/DUPLEX | C-2-SPD | C | 4 | 7 | | | | |
| 8912.89822 | 0.205 | 275-0112-011 | LIGHT INDUSTRIAL | M-1-SPD | C | 5 | 8 | | | | |
| 6738.71376 | 0.155 | 275-0112-002 | LIGHT INDUSTRIAL | M-1-SPD | C | 4 | 6 | | | | |
| 7604.66902 | 0.175 | 275-0163-009 | VACANT/RESIDENTIAL | R-1 | C | 4 | 7 | | | | |
| 6992.89030 | 0.161 | 275-0112-015 | HEAVY INDUSTRIAL | M-1-SPD | C | 4 | 6 | | | | |
| 8758.77745 | 0.201 | 275-0114-007 | RESIDENTIAL/SINGFAM/SUBDIV | C-2-SPD | C | 5 | 8 | | | | |
| 6569.20436 | 0.151 | 275-0112-004 | LIGHT INDUSTRIAL | M-1-SPD | C | 4 | 6 | | | | |
| 6473.26218 | 0.149 | 275-0112-008 | RESIDENTIAL/SINGFAM/SUBDIV | M-1-SPD | C | 4 | 6 | | | | |
| 6694.47535 | 0.154 | 275-0112-003 | LIGHT INDUSTRIAL | M-1-SPD | C | 4 | 6 | | | | |
| 6498.42533 | 0.149 | 275-0112-006 | VACANT/RECREATIONAL | M-1-SPD | C | 4 | 6 | | | | |
| 6845.83050 | 0.157 | 275-0113-016 | HEAVY INDUSTRIAL | M-1-SPD | C | 4 | 6 | | | | |
| 6946.31092 | 0.159 | 275-0112-020 | HEAVY INDUSTRIAL | M-1-SPD | C | 4 | 6 | | | | |
| 53371.06382 | 1.225 | 275-0113-022 | LIGHT INDUSTRIAL | M-1-SPD | C | 31 | 49 | | | | |
| 4713.01176 | 0.108 | 275-0112-009 | RESIDENTIAL/SINGFAM/SUBDIV | M-1-SPD | C | 3 | 4 | | | | |
| 7219.26005 | 0.166 | 275-0114-004 | RESIDENTIAL/SINGFAM/SUBDIV | C-2-SPD | C | 4 | 7 | | | | |
| 4633.30714 | 0.106 | 275-0112-010 | LIGHT INDUSTRIAL | M-1-SPD | C | 3 | 4 | | | | |
| 7036.13136 | 0.162 | 275-0112-021 | HEAVY INDUSTRIAL | M-1-SPD | C | 4 | 6 | | | | |
| 22133.27586 | 0.508 | 275-0112-025 | LIGHT INDUSTRIAL | M-1-SPD | C | 13 | 20 | | | | |
| | *22.10510* | | | | | *739* | *1133* | *1.7* | *2.2* | *72566.7* | *96755.6* |

**City of Sacramento**

**Northeast Line Light Rail Stations Plan - Phased Infrastructure Recommendations**

# Del Paso / Arden Station

| AREA | AREA (ACS) | APN | LANDUSE_DE | ZONE | Dev_Type | Res_Low | Res_High | NonRes_Low | NonRes_High | NonRes_Low | NonRes_High |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 46241.36821 | 1.06 | 275-0134-008 | CITY | R-1 | A | 42 | 64 | 0.318 | 0.425 | 13872 | 18497 |
| 7790.11569 | 0.18 | 275-0124-009 | RESTAURANT | C-2-SPD | A | 7 | 11 | 0.054 | 0.072 | 2337 | 3116 |
| 614.33386 | 0.01 | 275-0134-007 | CITY | R-1 | A | 1 | 1 | 0.004 | 0.006 | 184 | 246 |
| 15458.50131 | 0.35 | 275-0125-028 | VACANT/OFFICE | C-2-SPD | A | 14 | 21 | 0.106 | 0.142 | 4638 | 6183 |
| 7394.34622 | 0.17 | 275-0125-001 | VACANT/OFFICE | C-2-SPD | A | 7 | 10 | 0.051 | 0.068 | 2218 | 2958 |
| 695.35928 | 0.02 | 275-0134-006 | CITY | R-1 | A | 1 | 1 | 0.005 | 0.006 | 209 | 278 |
| 18577.48239 | 0.43 | 275-0134-003 | CITY | R-1 | A | 17 | 26 | 0.128 | 0.171 | 5573 | 7431 |
| 24196.07864 | 0.56 | 275-0134-010 | CITY | R-1 | A | 22 | 33 | 0.167 | 0.222 | 7259 | 9678 |
| 7699.67567 | 0.18 | 275-0093-005 | SMALL RETAIL | C-2-SPD | A | 7 | 11 | 0.053 | 0.071 | 2310 | 3080 |
| 7024.02676 | 0.16 | 275-0093-004 | SMALL RETAIL | C-2-SPD | A | 6 | 10 | 0.048 | 0.064 | 2107 | 2810 |
| 6059.36712 | 0.14 | 275-0095-016 | SMALL RETAIL | C-2-SPD | A | 6 | 8 | 0.042 | 0.056 | 1818 | 2424 |
| 1946.89661 | 0.04 | 275-0134-004 | CITY | R-1 | A | 2 | 3 | 0.013 | 0.018 | 584 | 779 |
| 49591.96653 | 1.14 | 275-0134-012 | CITY | R-1 | A | 46 | 68 | 0.342 | 0.455 | 14878 | 19837 |
| 3654.38386 | 0.08 | 275-0134-011 | CITY | R-1 | A | 3 | 5 | 0.025 | 0.034 | 1096 | 1462 |
| 27839.70489 | 0.64 | 275-0125-029 | RESTAURANT | C-2-SPD | A | 26 | 38 | 0.192 | 0.256 | 8352 | 11136 |
| 7759.33631 | 0.18 | 275-0124-010 | RESTAURANT | C-2-SPD | A | 7 | 11 | 0.053 | 0.071 | 2328 | 3104 |
| 75384.48272 | 1.73 | 275-0085-013 | VACANT/RESIDENTIAL | C-2 | C | 43 | 69 | | | | |
| 4167.59998 | 0.10 | 275-0084-016 | VACANT/RETAIL | C-2-SPD | C | 2 | 4 | | | | |
| 6494.04387 | 0.15 | 275-0095-007 | RESIDENTIAL/SINGFAM/SUBDIV | R-1 | C | 4 | 6 | | | | |
| 7685.36187 | 0.18 | 275-0125-023 | PARKING LOT | R-3 | C | 4 | 7 | | | | |
| 1057.25676 | 0.02 | 275-0082-001 | VACANT/RETAIL | C-2-SPD | C | 1 | 1 | | | | |
| 6502.17503 | 0.15 | 275-0145-012 | RESIDENTIAL/DUPLEX | R-1 | C | 4 | 6 | | | | |
| 4251.65894 | 0.10 | 275-0125-024 | PARKING LOT | R-3 | C | 2 | 4 | | | | |
| 6337.44124 | 0.15 | 275-0085-009 | VACANT/RESIDENTIAL | R-1 | C | 4 | 6 | | | | |
| 7573.76036 | 0.17 | 275-0125-022 | PARKING LOT | R-3 | C | 4 | 7 | | | | |
| 6317.06702 | 0.15 | 275-0085-010 | VACANT/RESIDENTIAL | R-1 | C | 4 | 6 | | | | |
| 6649.49630 | 0.15 | 275-0028-004 | VACANT/RESIDENTIAL | R-1 | C | 4 | 6 | | | | |
| 6519.86828 | 0.15 | 275-0145-013 | VACANT/RESIDENTIAL | R-1 | C | 4 | 6 | | | | |
| 10114.43233 | 0.23 | 275-0091-001 | VACANT/RETAIL | R-1 | C | 6 | 9 | | | | |
| 6459.11745 | 0.15 | 275-0085-011 | VACANT/RESIDENTIAL | R-1 | C | 4 | 6 | | | | |
| 21353.05374 | 0.49 | 275-0125-016 | LOW RISE APARTMENT < 4 STORIES | R-3 | C | 12 | 20 | | | | |
| 6132.34581 | 0.14 | 275-0131-014 | OFFICE GENERAL | C-2-SPD | D | 2 | 4 | 0.063 | 0.084 | 2760 | 3679 |
| 9591.12809 | 0.22 | 275-0131-020 | SERVICE STATION | C-2-SPD | D | 3 | 6 | 0.099 | 0.132 | 4316 | 5755 |
| 1665.19067 | 0.04 | 275-0131-008 | NO USE | C-2-SPD | D | 1 | 1 | 0.017 | 0.023 | 749 | 999 |
| 5720.36923 | 0.13 | 275-0131-009 | RESIDENTIAL/SINGFAM/SUBDIV | C-2-SPD | D | 2 | 3 | 0.059 | 0.079 | 2574 | 3432 |
| 6036.53224 | 0.14 | 275-0131-017 | LIGHT INDUSTRIAL | C-2-SPD | D | 2 | 3 | 0.062 | 0.083 | 2716 | 3622 |
| 7659.94704 | 0.18 | 275-0131-007 | RESIDENTIAL/SINGFAM/SUBDIV | C-2-SPD | D | 3 | 4 | 0.079 | 0.106 | 3447 | 4596 |
| 7146.04615 | 0.16 | 275-0131-011 | RESIDENTIAL CONVERION TO OFFICE | C-2-SPD | D | 2 | 4 | 0.074 | 0.098 | 3216 | 4288 |
| 7454.07982 | 0.17 | 275-0131-010 | RESIDENTIAL/SINGFAM/SUBDIV | C-2-SPD | D | 3 | 4 | 0.077 | 0.103 | 3354 | 4472 |
| 7499.94778 | 0.17 | 275-0131-013 | | C-2-SPD | D | 3 | 4 | 0.077 | 0.103 | 3375 | 4500 |
| 7631.19020 | 0.18 | 275-0131-016 | SMALL RETAIL | C-2-SPD | D | 3 | 4 | 0.079 | 0.105 | 3434 | 4579 |
| 7449.56573 | 0.17 | 275-0131-012 | RESIDENTIAL/SINGFAM/SUBDIV | C-2-SPD | D | 3 | 4 | 0.077 | 0.103 | 3352 | 4470 |
| | 11.09725 | | | | | *341* | *525* | *2.4* | *3.2* | *103056.7* | *137409.0* |

**City of Sacramento**

**Northeast Line Light Rail Stations Plan - Phased Infrastructure Recommendations**

# Royal Oaks Station

| APN | LANDUSE_DESIGNATION | ZONE | Dev_Type | Res_Low | Res_High | NonRes_Low | NonRes_High | NonRes_L | NonRes_High |
|---|---|---|---|---|---|---|---|---|---|
| 275-0240-092 | OFFICE LARGE SINGLE TENANT | OB-LI | B | 125 | 188 | | | | |
| 275-0240-088 | STATE | OB-LI | B | 20 | 31 | | | | |
| 277-0144-022 | STATE | M-1-LI | B | 89 | 133 | | | | |
| 275-0240-087 | STATE | OB-LI | B | 225 | 337 | | | | |
| 277-0134-023 | LARGE RETAIL | M-1 | B | 19 | 29 | | | | |
| 275-0240-074 | LARGE RETAIL | OB-LI | B | 70 | 105 | | | | |
| 275-0240-094 | HEAVY INDUSTRIAL | OB-LI | B | 56 | 83 | | | | |
| 275-0240-089 | STATE | OB-LI | B | 42 | 63 | | | | |
| 275-0240-045 | POST OFFICE | OB-LI | B | 101 | 152 | | | | |
| 277-0134-024 | SPECIAL DISTRICT | M-1 | B | 22 | 33 | | | | |
| 275-0240-052 | POST OFFICE | OB-LI | B | 91 | 137 | | | | |
| 275-0240-051 | STATE | OB-LI | B | 200 | 299 | | | | |
| 275-0240-029 | STATE | OB-LI | B | 47 | 71 | | | | |
| 277-0132-006 | HEAVY INDUSTRIAL | M-1 | C | 3 | 4 | | | | |
| 277-0131-012 | LOW RISE APARTMENT < 4 STORIES | R-1 | C | 4 | 6 | | | | |
| 277-0133-006 | INDUSTRIAL/MULTI-TENANT | M-1 | C | 5 | 9 | | | | |
| 277-0133-002 | RESIDENTIAL/SINGFAM/SUBDIV | M-1 | C | 3 | 4 | | | | |
| 277-0133-008 | INDUSTRIAL/MULTI-TENANT | M-1 | C | 3 | 5 | | | | |
| 277-0073-009 | VACANT/INDUSTRIAL | M-1 | C | 39 | 62 | | | | |
| 275-0104-023 | RESIDENTIAL/SINGFAM/SUBDIV | R-1 | C | 3 | 5 | | | | |
| 275-0104-024 | RESIDENTIAL/SINGFAM/SUBDIV | R-1 | C | 3 | 5 | | | | |
| 277-0133-003 | INDUSTRIAL/MULTI-TENANT | M-1 | C | 4 | 7 | | | | |
| 277-0132-005 | HEAVY INDUSTRIAL | M-1 | C | 3 | 4 | | | | |
| 277-0072-027 | RESIDENTIAL/SINGFAM/SUBDIV | R-1 | C | 4 | 6 | | | | |
| 277-0071-008 | VACANT/RESIDENTIAL | R-1 | C | 4 | 6 | | | | |
| 277-0131-002 | RESIDENTIAL/SINGFAM/SUBDIV | R-1 | C | 4 | 6 | | | | |
| 277-0072-026 | RESIDENTIAL/SINGFAM/SUBDIV | R-1 | C | 4 | 6 | | | | |
| 277-0134-021 | SERVICE STATION | M-1 | E | 12 | 20 | 0.149 | 0.199 | 6510 | 8679 |
| 275-0240-071 | OFFICE GENERAL | OB-R | E | 1 | 2 | 0.018 | 0.023 | 765 | 1021 |
| 275-0240-090 | OFFICE LARGE SINGLE TENANT | OB-LI | E | 41 | 66 | 0.495 | 0.661 | 21582 | 28776 |
| 277-0134-004 | LARGE RETAIL | M-1 | E | 18 | 28 | 0.211 | 0.281 | 9173 | 12231 |
| 277-0131-007 | LIGHT INDUSTRIAL | C-2 | E | 3 | 5 | 0.039 | 0.052 | 1711 | 2281 |
| 275-0155-005 | VACANT/RESIDENTIAL | R-1 | E | 4 | 6 | 0.045 | 0.060 | 1957 | 2610 |
| 277-0131-017 | VACANT/RESIDENTIAL | R-1 | E | 4 | 6 | 0.048 | 0.065 | 2109 | 2812 |
| 275-0155-013 | OFFICE GENERAL | C-2 | E | 8 | 12 | 0.091 | 0.122 | 3975 | 5300 |
| 277-0132-011 | LIGHT INDUSTRIAL | M-1 | E | 12 | 19 | 0.139 | 0.185 | 6047 | 8063 |
| 277-0134-005 | LARGE RETAIL | M-1 | E | 23 | 36 | 0.271 | 0.361 | 11805 | 15740 |
| 275-0240-072 | OFFICE GENERAL | OB-LI | E | 76 | 122 | 0.913 | 1.217 | 39756 | 53008 |
| 275-0155-004 | VACANT/RESIDENTIAL | R-1 | E | 4 | 6 | 0.046 | 0.061 | 1993 | 2657 |
| 277-0134-003 | LARGE RETAIL | M-1 | E | 30 | 48 | 0.364 | 0.485 | 15835 | 21113 |
| 277-0133-005 | | M-1 | E | 27 | 44 | 0.328 | 0.438 | 14297 | 19063 |
| 277-0131-016 | VACANT/RESIDENTIAL | R-1 | E | 4 | 6 | 0.044 | 0.058 | 1899 | 2532 |
| 277-0134-020 | VACANT/RETAIL | M-1 | E | 6 | 9 | 0.068 | 0.090 | 2952 | 3936 |
| 275-0155-006 | USED CAR SALES | R-1 | E | 3 | 5 | 0.040 | 0.054 | 1759 | 2346 |
| 275-0155-007 | VACANT/RETAIL | C-2 | E | 3 | 5 | 0.041 | 0.055 | 1781 | 2374 |
| 277-0132-009 | LIGHT INDUSTRIAL | M-1 | E | 18 | 29 | 0.214 | 0.286 | 9331 | 12442 |
| 275-0240-070 | OFFICE GENERAL | OB-R | E | 15 | 25 | 0.185 | 0.246 | 8043 | 10723 |
| 277-0131-005 | RESIDENTIAL/SINGFAM/SUBDIV | R-1 | E | 4 | 6 | 0.047 | 0.063 | 2069 | 2758 |
| 277-0131-006 | RESIDENTIAL/SINGFAM/SUBDIV | R-1 | E | 4 | 6 | 0.044 | 0.059 | 1918 | 2558 |
| 275-0240-076 | SPECIAL DISTRICT | OB-LI | E | 5 | 8 | 0.060 | 0.080 | 2608 | 3477 |
| 277-0131-008 | RESTAURANT | C-2 | E | 3 | 5 | 0.039 | 0.052 | 1704 | 2272 |
| | | | | *1521* | *2322* | *3.9* | *5.3* | *171579* | *228772* |

# Assumptions

| | FAR | | DU/AC | |
|---|---|---|---|---|
| | Low | High | Low | High |
| A | 0.3 | 0.4 | 40 | 60 |
| B | x | x | 40 | 60 |
| C | x | x | 25 | 40 |
| D | 0.45 | 0.6 | 15 | 25 |
| E | 0.3 | 0.4 | 25 | 40 |

**Attachment 9**

**DRAFT RESOLUTION NO.**

Adopted by the Sacramento City Council

**AMENDING THE NORTH SACRAMENTO DESIGN GUIDELINES AS PART OF THE NORTHEAST LINE IMPLEMENTATION PLAN (LR09-21)**

**BACKGROUND**

L. On October 15, 2002, the City Council accepted the Transit for Livable Communities (TLC) recommendations, which provided recommendations and strategies for transit-supportive development proximate to existing and future light rail stations.

M. On July 24, 2007, the City Council accepted the Northeast Line Light Rail Stations Plan as the guiding vision for development within the quarter mile radius around the Globe, Arden/Del Paso, and Royal Oaks light rail stations. This plan consisted of design guidelines, recommended land use changes and an infrastructure assessment.

N. On March 3, 2009, the City Council adopted the 2030 General Plan, which includes land use and policy direction to promote infill development in key opportunity areas, including commercial corridors and areas served by transit, such as the Northeast Line Light Rail Corridor.

O. Design guidelines from the Northeast Line Light Rail Stations Plan will augment the North Sacramento Design Guidelines and give specific design direction for housing types that will occupy the urban corridor.

P. On January 12, 2011 the City Design Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve the proposed amendments to the North Sacramento Design Guidelines, for which notice was given pursuant to Sacramento City Code Section 17.200.010(C)(2)(a) (publication).

Q. On _____, the City Council conducted a public hearing, for which notice was given pursuant to Sacramento City Code Section 17.200.010(C)(2)(a) (publication).

**BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:**

**Section 1**. Environmental Determination: The City Council has approved the environmental review of the Project as being within the scope of the 2030 General Plan Master EIR by Resolution No. ___.

**Section 2.** Based on the verbal and documentary evidence received at the hearing, the City Council approves the amendments to the North Sacramento Design Guidelines as set forth in Exhibit A.

**Section 3.** Exhibit A is a part of this Resolution.

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EXHIBIT A: Amended North Sacramento Design Guidelines

Exhibit A

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## Multi-family Residential

### 27 Interior Common Spaces

**Design Principle**

Multi-family structures should provide interior common spaces that are easily accessible to residents. Individual units adjacent to common spaces should have facades with entry features and windows that open onto common spaces, where possible.

**Rationale**

Interior common spaces should foster a sense of community by designing buildings that allow residents to see and access common spaces. Common spaces should offer amenities that invite use, such as seating, shade, and tot lots.

**Design Guidelines**

27-1 Ground floor units should have doorways that open onto interior common spaces.

27-2 All units that overlook interior common spaces should have windows that allow residents to easily see these areas.

27-3 Common amenities, such as tot lots, seating areas, and swimming pools, should be provided that cater to all age ranges, from small children to the elderly, as appropriate.

27-4 Common facilities such as recreation rooms, and laundry and mail areas should be located adjacent to common open space to increase activity in these areas.

27-5 Common open space should be designed as a visible, accessible transition between the street and individual units.

27-6 Outside storage facilities for (bicycles, bbq's, ect.) are strongly encouraged to minimize clutter on balconies.

*Interior common spaces can offer seating and areas for informal activities.*

*This multi-family complex has an inviting interior common space with picnic area.*

# Town House and Row House

Town houses and Row houses are defined as multi-story single-family residential units and are currently the most market-friendly building prototype. Row houses generally front public streets, while town houses are often located along internal pedestrian pathways and mews.

Development can also be designed to have more of a multi-family character. Depending on the intended character of the development, staff and the applicant can refer either to the single family section of these guidelines or the multi-family section for further design guidance.

*Row houses that face the street create an attractive environment.*

## Town House and Row House

### SITE DESIGN

This section addresses the location of row houses and town house on their lots, its overall layout relative to the site, its orientation toward the street and adjacent buildings, and the location of parking and utilities Good site design of row house and town house structures, should:

- complement the scale, massing and setbacks of existing detached homes on the block;
- structures located in or near a commercial corridor may have smaller setbacks similar to the guidelines for new commercial buildings;
- provide an entry facing the street to create a welcoming appearance and to give homes “curb appeal”;
- guest parking areas, utilities, and service facilities should be located toward the interior of the site;
- common spaces should be toward the interior of the site.

## Town House and Row House

### 39 Relationship to the Street

**Design Principle**

Development should present a facade that encourages interaction with the street by including entry features, windows, and landscaping along the street side of the building.

**Rationale**

Development adjacent to a public street should encourage residents to actively engage with that street through a variety of design elements. In addition to improving the visual quality of the streetscape, design elements should allow residents to see and be seen from the street, enhancing neighborhood interaction, improving safety and providing "eyes on the street.".

**Design Guidelines**

39-1 Maximize the number of units and building entries fronting the street to allow maximum "eyes on the street".

39-2 Configure residential developments so that the majority of the units minimize exposure to the south-west and west sun while still allowing plenty of light and ventilation from at least two sides in each unit.

39-3 Provide parking in the rear of the lots accessed by existing alleys and new minimum 20 feet wide driveways.

39-4 Ensure adequate (5-20 ft) setbacks for each unit to allow for open spaces for gardening, barbecuing, etc.

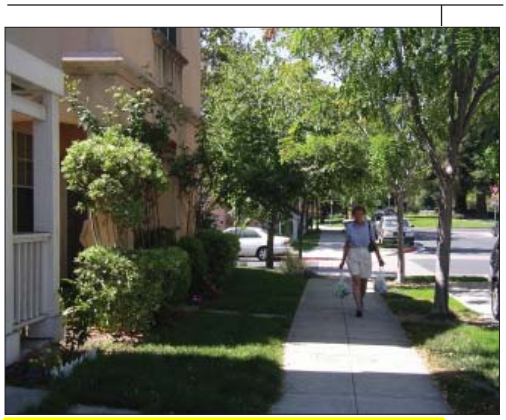
39-5 Where possible, provide variation in front facade depth to enrich the pedestrian experience.

39-6 Stepback upper floors to create opportunities for balconies.

*Maximize the number of units and building entries fronting the street to allow maximum "eyes on the street".*

## Town House and Row House

*Design front setbacks to allow maximum opportunities for interaction between residents and neighbors.*



*This development has setbacks similar to those of surrounding single-family homes.*

*This development has smaller setbacks that are similar to those of adjacent commercial buildings.*

### 40 Setbacks

**Design Principle**

Setbacks of structures should reflect the appropriate commercial or residential context.

**Rationale**

When development is placed on busy commercial streets, smaller setbacks that locate the building closer to the street are preferred. Development constructed near single-family residential neighborhoods should reflect the larger setbacks typically found in those areas.

**Design Principles**

40-1 Development should be designed with varied setbacks that contribute to an interesting streetscape and avoid a monotonous streetwall. Continuous lines of buildings with the same setback should be avoided.

40-2 Individual buildings can also be designed with an articulated front, with porches closer to the street.

40-3 In residential neighborhoods, row house and town house should adopt the predominant setback, but should also vary the building facade to relieve the appearance of mass.

40-4 In residential neighborhoods, design front setbacks to allow maximum opportunities for interaction between residents and neighbors.

40-5 In commercial areas, setbacks that locate buildings close to the street are preferred.

## Town House and Row House

### 41 Scale and Mass

**Design Principle**

Development should be compatible with the scale and mass of existing structures in the vicinity.

**Rationale**

Development should use design and construction methods that minimize the appearance of mass with multiple rooflines, articulated facades, and architectural detailing that break up the facade.

**Design Guidelines**

41-1 Development that is constructed as infill near an existing single-family residential neighborhood should provide a streetside facade that is complementary to these single-family homes in style and massing.

41-2 Encourage two- to four-story buildings.

41-3 Setback upper floors to create opportunities for balconies.

41-4 Multi-story structures should be articulated to break up the facade and minimize massing.

41-5 Two-story structures should have multiple rooflines with corresponding gables that are consistent in style and materials with the overall structure.

41-6 Architectural detailing, such as dormer and other types of decorative windows, complementary trim, porch details, decorative shutters, color and wainscoting, should vary from unit to unit to reduce the appearance of bulk and mass by providing visual interest.

*This three-story development sets the third floor back and has a facade that is complementary to nearby single-family homes.*

## Town House and Row House

### 42 Circulation

**Design Principle**

A network of public streets, internal streets, driveways, and paseos should be used throughout the development to enhance circulation within the site and connectivity to the adjacent neighborhood.

**Rationale**

Good site design of streets, driveways, and paseos enhances the interaction between pedestrians and motorists. A hierarchy of circulation options will promote safety and add to the character of the development.

**Design Guidelines**

42-1 A network of public streets, internal streets, driveways, paseos etc. is encouraged, when feasible.

42-2 Driveways should be designed to be accessible and safe for both pedestrians and motorists.

42-3 Internal paths such as paseos should be designed to improve pedestrian circulation and connections throughout the site.

42-4 Pedestrian connections to adjacent existing or future retail developments is encouraged.

## Town House and Row House

### 43 Interior Common Spaces

**Design Principle**

Development should provide interior common spaces that are easily accessible. Individual units adjacent to common spaces should have facades with entry features and windows that open onto those common spaces.

**Rationale**

Interior common spaces should ideally foster a sense of community. This can be facilitated by building facades that allow residents to see and easily use common spaces. Common spaces should offer amenities that invite use, such as seating, shade, and tot lots.

*Development with doors and windows that face out on the common open space area.*

**Design Guidelines**

43-1 Units should have doorways that open onto interior common spaces.

43-2 All units that overlook interior common spaces should have windows that allow residents to easily see these areas.

43-3 Common amenities, such as tot lots, seating areas, and swimming pools, should be provided that cater to all age ranges, from small children to the elderly, as appropriate.

43-4 Common open space should be designed as a visible, accessible transition between the street and individual units.

43-5 Outside storage facilities for (bicycles, bbq's, ect.) are strongly encouraged to minimize clutter on balconies.

*This development has a common area with amenities such as play equipment.*

## Town House and Row House

*The garages are located at the rear of this row house development.*

*Access to these garages is at the rear of each unit.*

### 44 Garages

**Design Principle**

Row house garages should be located in the rear of the unit and accessed by an internal street or alley. Town house garages should be located at the front of the unit.

**Rationale**

To minimize the visual prominence of garages row house and town house garages should be designed to blend into the structure.

**Design Guidelines**

44-1 Row house developments should use tuck-under or below grade garages.

44-2 Town house developments are encouraged to use two car tandem garages rather than traditional two car garages to reduce the visual impact of large garage doors, when feasible.

44-3 Garage doors should have small opaque or transparent windows, to allow light into the garage and to reduce the visual prominence of the door.

## 45 Guest Parking

### Design Principle

Guest parking should be located on internal streets throughout the site. Parking lots that face the street or are on the side of row house and town house should be minimized.

### Rationale

Development should encourage residents to have an active relationship with the street(s) adjacent to the development. To this end, guest parking should be located in the interior of the development so as not to interfere with access to the street or interior common spaces.

### Design Guidelines

45-1 Parking lots shall conform to City Municipal Code Section 17.64.030, “development standards for parking facilities,” which specifies stall size and design.

45-2 Smaller, scattered lots will provide better access to residents and be less visually obtrusive than a single large lot.

45-3 Parking areas should be screened from adjacent structures with landscaping strips. However, screening should not exceed 4 feet in height, and should be permeable so that areas can be viewed by passing pedestrians and vehicles.

45-4 Underground parking in private or shared garages accessible from the street is acceptable if it does not interfere with pedestrian access to the street.

45-5 Provide parking in the rear of lots accessed by side streets or alleyways.

# Lofts and Live Work Units

Lofts and live-work units allow for flexible spaces that can be used for both residential and non-residential purposes. This building prototype is well suited for the largely industrial sections of North Sacramento as the transit stations area transition into non-industrial mixed use residential neighborhoods. Industrial character and design refers to a style that evokes back to the reuse of structures. Although new construction does not necessarily have to follow an industrial character or design.

For further design guidance please refer to the multi-family section of these guidelines.

*Live-work lofts.*

## Lofts and Live Work Units

### 46 Orientation and Layout

**Design Principle**

Lofts and live work units should be oriented towards public streets to increase pedestrian interaction and facilitate activity between residential and non-residential building uses.

**Rationale**

Proper building orientation can promote pedestrian friendly design and energy efficiency.

**Design Guidelines**

46-1 Orient the flexible space component of the unit towards the public realm of streets and pedestrian pathways to optimize business visibility.

46-2 Facades with large amounts of glazing should be oriented towards the north to minimize glare and reduce heat gain.

*Live work units flex space oriented towards public realm.*

## Lofts and Live Work Units

### 47 Massing & Setbacks

**Design Principle**

Maintain an industrial nature of the building while signaling the human, residential elements of the use. Building massing and setbacks should occur at a human scale and promote connectivity to streets, and complements the best examples of surrounding massing and setbacks..

**Rationale**

Massing and setbacks will transition smoothly from predominate uses that surround the property.

**Design Guidelines**

47-1 Encourage floor-to-floor heights of fifteen feet.

47-2 Allow five to fifteen foot wide front setbacks to provide privacy and to accommodate architectural elements such as colonnades and awnings.

47-3 Encourage the street facing facades to be vertical with little or no setbacks.

Loft and live work structure with industrial character and appropriate massing and setbacks which actively engage the street.

## Lofts and Live Work Units

*Live-work lofts articulated with large windows and awnings.*

### 48 Building Articulation

**Design Principle**

The facades of structures should be visually interesting and while may emphasize an industrial character, the project should complement adjacent structures.

**Rationale**

The unique nature of industrial buildings should be promoted with interesting esthetic treatments.

**Design Guidelines**

48-1 Design the front façade of live work units to reflect the simple and functional, yet edgy, character of industrial buildings.

48-2 Front facades can be articulated with big double height windows, awnings, saw tooth roofs, etc.

48-3 Allow upper story balconies to protrude four to six feet from the building edge.

## Lofts and Live Work Units

### 49 Private Realm

**Design Principle**

The "private realm" refers to the buildings and land that are on privately-owned lots and parcels. The private realm should consist of private and semi-private transitional spaces between the public realm and buildings, that serve to enhance the vitality of the community.

**Rationale**

The design of the private realm will have a significant impact on the quality of the public realm, as private buildings provide the edges to streets and open spaces. These guidelines serve to guide those aspects of the private realm that have a direct affect on the surrounding public context.

**Design Guidelines**

49-1 Accommodate elements in the front setbacks, that provide flexibility to be used as residential oriented porches or business entry alcoves, whichever best suits the use of the live-work unit.

49-2 Allow awnings and signage to extend into front setbacks.

49-3 Consider the use of elevated front porches that evoke an appearance of industrial loading docks.

49-4 Outside storage facilities for (bicycles, bbq's, ect.) are strongly encouraged to minimize clutter on balconies.

*Lofts with elevated front porches.*

## 50 Building Orientation, Setbacks, and Build-to Lines

### Design Principle

Buildings should be constructed to the front of the property line behind the sidewalk, with allowable variation in the setback to provide for café seating, plazas, and other additions to the public realm.

### Rationale

Commercial buildings in urban areas have typically been built to the front of the property line behind the sidewalk, creating a line of buildings with a consistent "streetwall" that supports a strong relationship between the building, the sidewalk, and the street. This streetwall should be reinforced by new construction and additions. The streetwall may be varied to create usable public spaces such as outdoor café dining and small plazas with seating.

### Design Guidelines

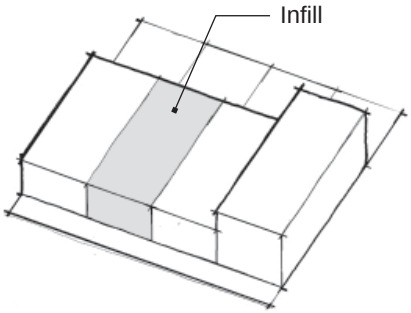
50-1 Buildings should be constructed to the front of the property line and from side property line to side property line.

50-2 Facades that front onto a public street should be built parallel or nearly parallel to the public right-of-way.

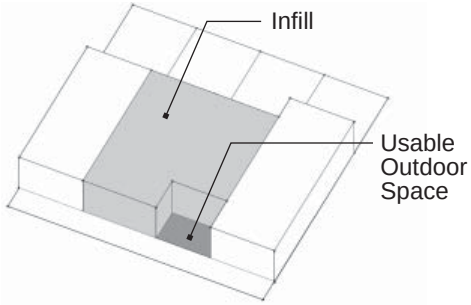
50-3 A portion of the front setback may be increased by as much as 15 feet, if that setback is used as public space, such as outdoor restaurant seating or a courtyard with public access. A minimum of 60% of the front facade should be constructed up to the front setback.

50-4 Buildings at corners may be set back to create corner entries or "chamfered" entries in order to actively address both streets with pedestrian friendly entries.

50-5 New buildings should provide an appropriate setback to allow rear- and side-yard facing windows on existing buildings to have access to light, air, and usable space between buildings.




*New construction and additions should be built to the back of the sidewalk or at the front of the property line.*




*New construction and additions may increase a portion of the front setback if designed as usable outdoor space.*

*Many buildings on Del Paso Boulevard are built to the property line.*

## Commercial

50-6 The ground floor of buildings within or near transit-oriented development areas should be oriented toward the street, adjacent plazas, or parks.

50-7 Orient buildings such that the primary active building facades and key pedestrian entries of the buildings face the street.

50-9 Encourage maximum building edges and open spaces, such as front yards and outdoor restaurant seating, to front on to sidewalks to encourage pedestrian activity.

50-10 Orient new buildings to minimize solar heat gain.

50-11 Individual residential units should have access to sun and air on at least two sides to encourage adequate light and ventilation.

50-12 Incorporate pedestrian friendly elements including balconies and front porches within front setbacks.

## 51 Parking

### Design Principle

Parking areas should provide vehicular access without compromising pedestrian accessibility and the character of the public realm on primary commercial streets. Parking lots should be placed at the rear of the building, when feasible, to not obstruct views of the building's front facade from the street.

### Rationale

Adequate and accessible parking areas are important to the viability of commercial districts. However, large surface parking lots fronting the street can create the appearance of a vacant and uninviting area that detracts from the visual continuity of the commercial streetwall and impedes and discourages pedestrian traffic. Smaller parking lots located at the rear or sides of commercial buildings are a recommended alternative.

### Design Guidelines

51-1 Parking lots should be located behind the commercial frontage on Del Paso Boulevard, which is the major pedestrian street in North Sacramento. Where parking at the rear of the building is not possible, it may be located in an interior side lot. Parking at the front of the building or corner lots is highly discouraged.

51-2 Large surface parking lots should be avoided in favor of several smaller parking lots.

51-3 A portion of a project's parking requirements may be satisfied by on-street parking, as permitted by the City.

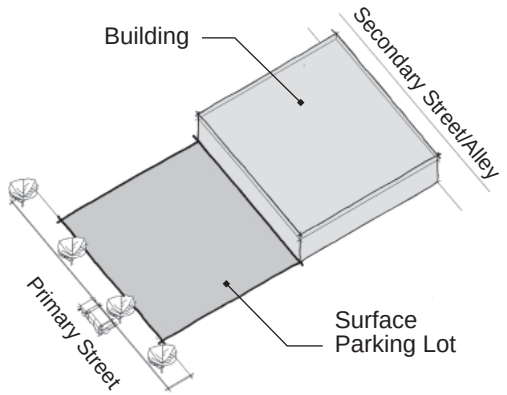
51-4 Driveways into parking lots should be located on side streets, where feasible. Access to parking on major pedestrian streets should be minimized.

51-5 Parking lots should include signage and well-designed locations for ingress and egress that reduce conflicts with pedestrian movement.

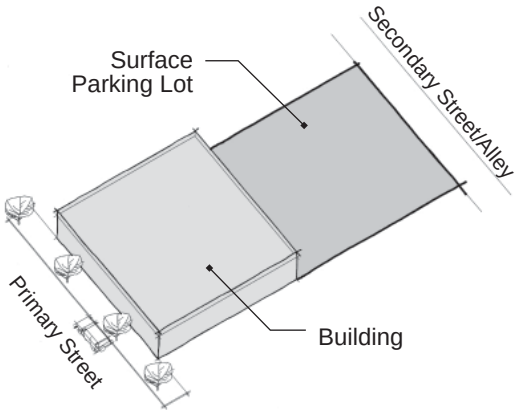
51-6 Access to commercial buildings from rear or side parking lots or alleys should be well maintained and kept clear of obstructions.

51-7 Parking lots, driveways, and walkways should be connected with those of neighboring sites to consolidate traffic and minimize conflicts with pedestrian and automobile circulation.

51-8 Shared parking for such uses as retail, office, entertainment and housing is strongly encouraged, especially near the transit centers.




*Avoid placing parking in the front of the building.*




*Parking should be unobtrusive to encourage an active street life and a comfortable pedestrian environment. Parking should be placed behind, under, or on the side of buildings.*

## Commercial

*The facade of this parking structure has been designed to complement the adjoining commercial building.*

51-9 Provide convenient on-street motorcycle parking to encourage motorcycle and scooter use. Parking bays should be striped perpendicular to the sidewalk in the on-street vehicular parking zone.

51-10 Easily visible and accessible bicycle parking should be provided near Del Paso Boulevard, El Camino Avenue, and Arden Way.

**Parking Structure Design Guidelines**

51-11 Parking structures are encouraged, where financially feasible, particularly near transit centers. Surface parking should be avoided in close proximity to transit centers.

51-12 Parking structures that are located on primary commercial streets should be designed with retail, office, or other uses at the street level to avoid monotonous blank walls.

51-13 Parking structures should be designed with architectural features that complement existing commercial, office, and mixed use buildings in the vicinity.

51-14 Parking structures should be designed to incorporate passive safety design features to create a secure facility. The use of glass for pedestrian stairways and adequate interior lighting are encouraged.

51-15 Automobile entry and exit ramps should be located mid-block or toward service areas rather than facing primary pedestrian streets.

51-16 Pedestrian entry and exit features should be clearly marked and open onto primary pedestrian streets and routes.

## ARCHITECTURAL ELEMENTS

Architectural design guidelines address the exterior of buildings and their relationship to the surrounding built context. It is paramount to ensure that the design of the building complements the community setting and character and contributes to the public realm. Architectural design should promote commercial buildings that are:

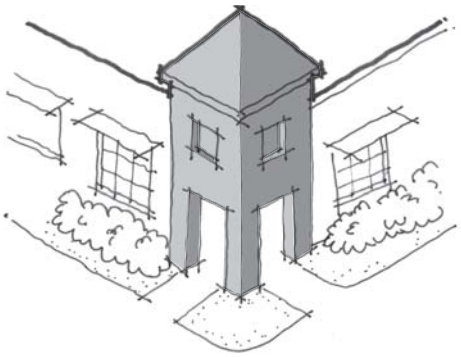
- visually welcoming from the primary pedestrian street;
- similar in mass and scale to other commercial buildings in the area; and
- constructed of high-quality materials that will contribute to the longevity of the building.

Respect the past Art Moderne and Streamline Moderne architectural style along Del Paso Boulevard by not replicating or imitating the architecture, but continuing its essence, which was inspired by technology and the emerging love affair America had with machines. Simple and functional architecture that highlights the juxtaposition of strong architectural elements, such as contrasting strong horizontal and vertical lines with curving forms and complimenting subdued earthy base building colors with bright and dark colored trims.

*High quality materials and creative design on the Plaza del Paso building*

*This retail store references traditional local architectural elements with its small round windows and entry feature, while the building's signage and sculptures display cutting-edge architectural design.*

## Commercial



*Building entries at corners should address both sides.*

### 52 Building Height, Massing, and Scale

**Design Principle**

The size and scale of commercial buildings should be compatible with existing development in commercial districts.

**Rationale**

To ensure compatibility with existing development, new development should appear similar in massing and scale, and the heights of new buildings should generally fall within the height range of existing buildings on the block. Corner sites offer a special opportunity for providing additional building height and can serve as anchor sites for a block.

**Design Guidelines**

52-1 New, higher buildings can reinforce the established building heights along a block by stepping back upper floors that are above the average building height along the street.

52-2 A building that is larger than the average of buildings on the same block should break up the mass of the structure with articulation of the structure into smaller components and the creation of multiple surfaces.

## Commercial

52-3 Appropriately scaled doors, windows, awnings, and detailing can reduce the appearance of mass.

52-4 Buildings on corner lots provide an opportunity for structures that exceed the average height on the block and can serve as anchor points.

52-5 Building heights should not block important view corridors in the neighborhood.

52-6 The floor-to-floor height used in older, established buildings should be maintained in new construction.

52-7 Encourage larger scale buildings along major arterial roads like Del Paso Boulevard and Arden Way to transition to lower scale buildings along local streets such as Canterbury Road and Boxwood.

52-8 Respect the adjoining residential developments with the massing and scale of new developments.

**Sustainability Guidelines**

52-9 Massing design should provide opportunities for daylighting and solar panels. Glazing should be located predominantly on the north and south sides of the structure, with glazing on the west side of the structure minimized unless the west side is the street side.

*New construction and additions that deviate from the typical proportions of height, width, and depth may appear out of scale with existing buildings.*

*New construction and additions should respect the typical proportions of height, width, and depth.*

## Commercial

### 53 Building Facades

**Design Principle**

Building facades should be designed to create visually interesting buildings that offer variety along the commercial street.

**Rationale**

Building facades provide the interface between the built environment and the public realm. Historically, commercial districts have consisted of buildings that are one or two stories in height and cover entire lots. This pattern creates a regular rhythm of building mass and streetwalls. A streetwall of varied building facades is visually appealing and enhances the pedestrian environment. Blank walls at the ground floor level are unattractive and uninviting and should be avoided. Instead, elements should be used to create visual interest, including windows, doors, awnings and canopies, trellises, detailed parapets, or arcades.

*Avoid expansive blank walls along streets.*

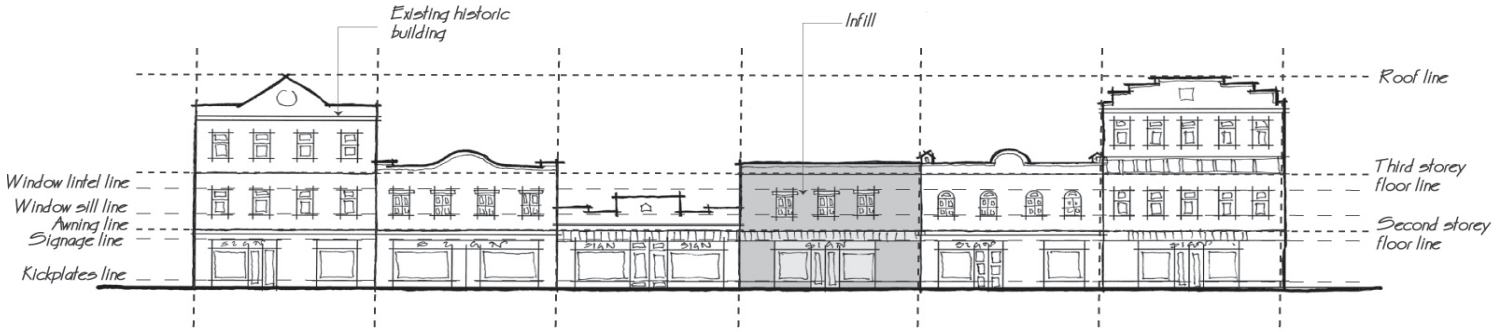
In recent decades, new buildings have increased in size and scale, creating greater challenges to creating human-scaled commercial environments. Therefore, appropriate architectural elements, such as window openings, commercial displays, frequent building entries, ornamentation, awnings and canopies, contribute to a pleasant urban streetscape.

**Design Guidelines**

53-1 Doors, windows, floor heights, cornice lines, signage, and awnings should be appropriately scaled to reduce the mass of buildings as they are experienced at the street level.

53-2 The primary facade of a building must face a public street and include an entry that is accessible from that street.

53-3 The main entrance of a building without street edge facades should open directly onto a publicly accessible walkway. This walkway should connect directly to an adjacent street sidewalk.




*New construction, additions, and alterations should draw from existing architectural features.*

## Commercial

53-4 Building facades facing streets should be lined with windows, entries, and openings that provide indoor and outdoor views to the public rights-of-way and sidewalks. Continuous blank wall surfaces are not allowed.

53-5 Architectural features, such as display windows, pilasters, lattices, and alcoves for product display, can provide visual relief on buildings that cannot achieve continuous openings along the street and sidewalk.

53-6 Facades can also be articulated with insets, partial setbacks, and small pedestrian plazas, (see Section 39, “Building Orientation”).

53-7 Solid roll-down security grates should not be used on the exterior of the building; however, they may be placed on the interior of storefront glazing or entry doors.

53-8 Highly reflective or dark tinted glass should be avoided.

53-9 Street facades of commercial buildings in areas of predominantly older buildings must have a ground floor base of a durable material, such as stone, tile, or certain types of finished concrete, where feasible.

*Renovated corner entry on Del Paso Boulevard*

*This commercial structure is a contemporary interpretation of traditional design.*

## Commercial

53-10 Building facades should be designed to create a recognizable "base" and "top." Building bases and tops can be created with variations in:

building wall thickness;

- use of special materials;
- changes in colors and materials on window trim;
- cornice treatments;
- roof overhangs with brackets; and
- use of ornamental building lines.

53-11 Utilize building elements such as cornices, lintels, sills, balconies, awnings, porches, stoops, etc to enhance building facades.

53-12 Incorporate vertical and horizontal architectural elements to mitigate long unbroken building facades.

53-13 When windows face southwest and west, frame windows with protruding vertical and horizontal shading elements such as lintels, sills, etc to provide required protection from glare and heat load.

53-14 Interpret key signature elements of the Art/ Streamline moderne style in modern 21st Century building context, to create extremely pedestrian friendly and visually interesting building facades, by grouping windows to create strong horizontal lines, using doors made of large plate glass, and incorporating materials in innovative ways.

53-15 Reduce the mass of some of the long and larger commercial buildings with architectural design including vertical elements and minor setbacks.

53-16 If possible, provide opportunities for seating and gathering within the building façade, minor building setback and sidewalks adjacent to the building.

*New construction and additions are encouraged to use horizontal elements to create a "top" and "base" that give definition to the building and break down its elements to a more human scale.*

## 56 Entry Features

### Design Principle

Entry features of commercial buildings should be clearly visible to pedestrians, with a defined relationship to the street and sidewalk.

### Rationale

A recessed entry helps to break up the massing of a building and makes the threshold immediately apparent to pedestrians. Decorative features, such as awnings, canopies, lighting, and signage, can also be used to clearly define and articulate an entryway.

### Design Guidelines

56-1 Primary entries should be located on major sidewalks to provide clearly visible pedestrian access.

56-2 The size of the entry should be proportional to the building.

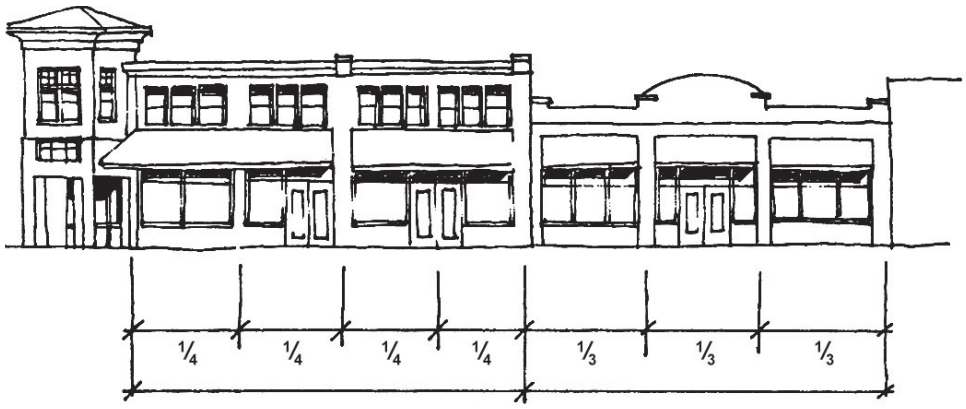
56-3 Secondary entries may be located at the side or rear of the building to provide access from parking areas.

56-4 Entries should be clearly defined with signage and architectural details.

56-5 In mixed-use buildings, the entrance to residential uses on the second story should be clearly defined and easily accessible.

56-6 Buildings near transit centers should provide clear pedestrian access and entry features oriented toward the transit center.

56-7 Maximize the building entries along the primary street façade. Emphasize the primary entry of buildings.




*Building openings should maintain the proportions and spacing of other openings on the block.*

*This recessed entry on the public library is typical of many older buildings on Del Paso Boulevard.*

*The Supper Club has a more contemporary recessed entry and door.*

*New Faze on Del Paso Boulevard has a dramatic corner feature with a street level entry opening onto the pedestrian way.*

## Commercial

*Landscaped areas add to the beauty of commercial districts.*

### 66 Landscape Elements

**Design Principle**

Landscape elements should be used to foster an attractive and comfortable commercial environment.

**Rationale**

Parks, plazas, and town squares should be developed as the focus of commercial areas, with commercial development opening directly onto these spaces. Parks, plazas and town squares should include landscape elements, such as ornamental plants and water features, to create visual interest and an attractive, appealing environment.

**Design Guidelines**

66-1 Landscaping shall conform to all relevant City of Sacramento regulations and guidelines, including the City of Sacramento Municipal Code, "Landscaping and Paving Regulations," Chapter 124.625.

66-2 Plant species should be suitable for the Sacramento climate. Low-water landscaping materials are encouraged.

66-3 High-maintenance annuals and perennials should be used only as smaller landscape elements.

66-4 Anticipate the full growth of landscaping materials so that trees and shrubs do not conflict with lighting and roofs.

66-5 Landscaped areas are preferred over impermeable paved surfaces.

66-6 An automatic irrigation system must be installed to provide consistent coverage of all landscaped areas. Automatic controllers with rain shut-off valves will allow for greater water conservation. Irrigation controls should be screened from view by landscaping or other attractive site materials.

66-7 Turf and groundcover are more effectively irrigated with a conventional spray system. Head-to-head spray coverage is recommended. Avoid overspray onto adjacent areas.

66-8 A drip irrigation system is recommended for shrubs and trees to provide deeper, more even watering. Drip irrigation permits greater water conservation than a conventional spray system.

66-9 Bare soil should be planted or mulched to minimize run-off.

66-10 Include tree planting along the alley to screen and soften the impact of new development to create a more pedestrian-friendly environment along alleyways.

# Mixed-Use Development

Mixed-use development combines commercial with other uses, such as office and residential. When mixed-use development is vertical in form, the commercial and office professional uses should be on the first story, with residential above. The first story should be designed with a large percentage of windows, doors, and other transparent surfaces. Upper stories should have a larger percentage of opaque surface, which can be articulated with windows, balconies, and patios.

Additional design guidelines from the multifamily and commercial chapters should be referenced as well.

*Mixed-use building with ground floor retail and residential above, Orenco Station, Oregon*

*This mixed use building has a strong corner treatment, a clearly defined base, and an articulated facade.*

## Mixed-Use Development

### 68 Orientation & Layout

**Design Principle**

Mixed-Use buildings should be constructed to the property line behind the sidewalk, with allowable variation in the setback to provide public amenities.

**Rationale**

Mixed-Use buildings in urban areas have typically been built to the front of the property line behind the sidewalk, creating a line of buildings with a consistent "streetwall" that supports a strong relationship between the building, and the public realm. This streetwall should be reinforced by new construction and additions. The streetwall may be varied to create usable public spaces such as outdoor café dining and small plazas with seating.

**Design Guidelines**

68-1 Create a strong building edge along the street to maximize visibility of the commercial uses, which in turn provides eyes on the street.

68-2 Provide parking in the rear of the lot, preferably accessed by side roads, and existing alleys and new minimum 20 feet wide driveways.

68-3 Articulate driveways and parking lots with special paving and trees.

*Mixed-use building built to the street edge with ground floor retail and residential above.*

## Mixed-Use Development

### 69 Massing & Setbacks

**Design Principle**

The size and scale of mixed-use buildings should be complement existing development in commercial districts.

**Rationale**

New mixed-use development should respect the scale and massing of existing surrounding development. Corner sites offer a special opportunity for providing additional building height and mass can serve as an anchor for the block.

**Design Guidelines**

69-1 Locate the majority of the building façade and commercial building uses along the edge of sidewalk.

69-2 Step back the massing of the building development such that it is at its highest intensity along major streets, and at its lowest when adjacent to existing smaller scale residential development.

*Mixed-use building with varied stepbacks and massing .*

## Mixed-Use Development

*Ground floor commercial uses should have larger windows to engage the public realm and differentiate from the residential above.*

### 70 Building Articulation

**Design Principle**

Buildings should include ground floor transparency, design details and features that provide a significant contribution to the streetwall and overall pedestrian experience.

**Rationale**

Public access and greater visibility will promote successful development.

**Design Guidelines**

70-1 Maximize the number of building entries, especially of office and retail businesses, along the façade fronting the major street. Emphasize primary entry of buildings (e.g. entrance lobby) with vertical elements.

70-2 Where possible, locate pedestrian-oriented entries of the upper floor residential units along the street facing façade.

70-3 Articulate the front facades with rhythm of windows, both along the ground floor and upper residential floors.

70-4 Ensure that ground floor is as transparent as possible to connect the pedestrians and the building users.

*This mixed-use building has a clearly defined base, and a well articulated facade.*

## Mixed-Use Development

### 71 Private Realm

**Design Principle**

The "private realm" refers to the buildings and land that are on privately-owned lots and parcels. The private realm should consist of private and semi-private transitional spaces between the public realm and buildings, that serve to enhance the vitality of the community.

**Rationale**

The design of the private realm will have a significant impact on the quality of the public realm, as private buildings provide the edges to streets and open spaces. These guidelines serve to guide those aspects of the private realm that have a direct affect on the surrounding public context.

**Design Guidelines**

59-1 The use of residential balconies and commercial awnings which extend into the public realm is encouraged.

59-2 Landscape front setbacks of the street facing ground floor residential component of the mixed-use buildings.

59-3 Provide privacy for first floor office and residential units by allowing them to be three feet above the sidewalk level.

**Attachment 10**

**August 26, 2010 Planning Commission Comments and Staff's Responses**

| Planning Commission Comment | Staff's Response |
|---|---|
| ▪ Notices should be sent to both property owners and occupants<br><br>▪ Staff should make an extra effort to get the word out to the community | ▪ Notices have been sent to property owners and occupants of parcels that are to be rezoned or have the General Plan Land Use Designation changed. Properties within 500 feet of these land use changes were noticed as well<br>▪ Thirty three stakeholders were noticed<br>▪ Three hundred and eighty one residents in the Dixieanne Neighborhood were noticed<br>▪ Please refer to the list of outreach conducted in Attachment 10 |
| ▪ Staff should develop a process citywide for developing in-lieu fee districts that would allow flexibility in requiring parking for infill developments | ▪ Prior to establishing a in-lieu fee district for the plan area, CDD and DOT management need to agree both on citywide parking strategies and the commitment of staff resources |
| ▪ Ensure that the land use changes for the Northeast Line are consistent with those for the Swanston Station | ▪ Planning and DOT staff have revised the Swanston Station rezone strategy to be consistent with the zoning surrounding the Globe, Arden/Del Paso and Royal Oaks Stations |
| ▪ Consider making the notification multi-family developments in the SPD to be similar as that of Planning Commission and provide some assurance that staff level review of these projects will have the same level of independent decision making | ▪ The noticing will be the same as that required for the planning director plan review, which is one round of noticing when the application is received and a second round of noticing after the decision has been made. |

**Attachment 11**

**Outreach Conducted for the Northeast Line Implementation Plan**

| | |
|---|---|
| Del Paso Boulevard Partnership | 3/25/10 |
| Regional Transit Staff | 4/26/10 |
| Meeting with Property/Business Owners that included:<br>• David Plag (PBID)<br>• Rich Meeker (Business Owner)<br>• Deborah Redmond (News & Review)<br>• Rosemary Covington (Regional Transit)<br>• Rob Kerth (North Sacramento Chamber of Commerce<br>• Shane Curry (Business Owner)<br>• Jerry Greenberg (Business Owner)<br>• Bobby Omery (Business Owner) | 4/29/10 |
| Meeting with Alan Warren (Developer) | 5/18/10 |
| Meeting with Bob Slobe (Developer) | 5/18/10 |
| Phone Conference with Dan Friedlander (Business Owner, Developer) | 5/26/10 |
| Meeting with Russ Wyluda (Developer) | 6/11/10 |
| North Sacramento Redevelopment Advisory Committee | 7/15/10 |
| Planning Commission Workshop | 8/26/10 |
| Woodlake Neighborhood Association | 10/6/10 |
| North Sacramento Redevelopment Advisory Committee Members | 11/25/10 |
| Design Commission Hearing | 1/12/11 |
| Planning Commission Workshop | 1/13/11 |

**Attachment 12**

**Greg Sandlund**

**From:** Kennedy, Donald [DLKn@pge.com]
**Sent:** Tuesday, December 28, 2010 11:43 AM
**To:** Greg Sandlund
**Cc:** Weber, Ryan J (GT&D); Mierke, Debbie; Hackney, Hall (GT&D)
**Subject:** PG&E's Comments on the Status Report on the Northeast Line Implementation Plan
**Attachments:** 2010122811320008.pdf

Dear City of Sacramento,

Thank you for the opportunity to review the proposed plan to facilitate the development and redevelopment of the corridor that includes the Globe, Arden Del Paso, and Royal Oaks light rail stations. PG&E has the following comments to offer:

PG&E owns and operates gas transmission and distribution facilities which are located within and adjacent to the proposed project boundaries. To promote the safe and reliable maintenance and operation of utility facilities, the California Public Utilities Commission (CPUC) has mandated specific clearance requirements between utility facilities and surrounding objects or construction activities. To ensure compliance with these standards, project proponents should coordinate with PG&E early in the development of their project plans. Any proposed development plans should provide for unrestricted utility access and prevent easement encroachments that might impair the safe and reliable maintenance and operation of PG&E's facilities.

The relocation of existing PG&E facilities to accommodate proposed development may require long lead times and are not always feasible, the requesting party should be encouraged to consult with PG&E as early in their planning stages as possible.

We would also like to note that continued development consistent with the City's General Plans will have a cumulative impact on PG&E's gas systems and may require on-site and off-site additions and improvements to the facilities which supply these services. Because utility facilities are operated as an integrated system, the presence of an existing gas or electric transmission or distribution facility does not necessarily mean the facility has capacity to connect new loads. Expansion of distribution and transmission lines and related facilities is a necessary consequence of growth and development. The range of gas system improvements needed to accommodate growth may include facilities such as regulator stations, odorizer stations, valve lots, distribution and transmission lines.

We would like to recommend that environmental documents for proposed development projects include adequate evaluation of cumulative impacts to utility systems, the relocation of utility facilities, the utility facilities needed to serve those developments and any potential environmental issues associated with extending utility service to the proposed project. This will assure the project's compliance with CEQA and reduce potential delays to the project schedule.

PG&E remains committed to working with the City to provide timely, reliable and cost effective gas service to the area. We would also appreciate being copied on future correspondence regarding this subject as this project develops.

The California Constitution vests in the California Public Utilities Commission (CPUC) exclusive power and sole authority with respect to the regulation of privately owned or investor owned public

1

utilities such as PG&E. This exclusive power extends to all aspects of the location, design, construction, maintenance and operation of public utility facilities. Nevertheless, the CPUC has provisions for regulated utilities to work closely with local governments and give due consideration to their concerns. PG&E must balance our commitment to provide due consideration to local concerns with our obligation to provide the public with a safe, reliable, cost-effective energy supply in compliance with the rules and tariffs of the CPUC.

<<2010122811320008.pdf>>

Please contact me with any questions.

Sincerely,

**Donny Kennedy**
Pacific Gas & Electric Company
343 Sacramento Street
Auburn, CA 95603
Internal: (8) 732-5089
External: (530) 889-5089
Fax: (530) 889-3392

**Attachment 13**

**Greg Sandlund**

**From:** Robert Slobe [rslobe@nslco.com]
**Sent:** Tuesday, January 11, 2011 10:52 PM
**To:** Greg Sandlund
**Cc:** 'phil@petrovichdevelopment.com'
**Subject:** RE: Northeast Line Implementation Plan

Greg,

As it turns out I am unable to attend the meeting tomorrow because, as the current chair of the Railroad Museum Foundation, I am meeting with Inland tomorrow night to discuss the future of the railyards at a dinner. I would like the following thoughts forwarded to the Commission:

1. I think the proposed plan of mixed use in the Del Paso corridor is wildly amiss. While there is a groundswell of encouragement for mixed uses around rail stations, the concept of more "affordable housing" in our corridor is wrong headed. North Sacramento needs no more affordable housing. With a wealth of housing in the surrounding area going begging for $50k or less we could not possible absorb that need in the next 20-30 years. Even if the goal is to encourage market rate housing that is not a possibility. It's unrealistic.

2. First floor retail and/or small office in the corridor are also ridiculous. We have a current retail/office vacancy of almost 80% in the corridor for the same product so planning for more only dooms the existing vacancy. Our own company, North Sacramento Land Company owns a building AT the Globe station and approximately 8k square feet at the Arden Del Paso station that has sat vacant for at least ten years. Your own Neighborhood Services Department abandoned a building of ours at the Globe Station for a building in North Natomas with NO transit possibilities four years ago and it sat for three year before we found a tenant. It seemed a "do as I say, not as I do" scenario. It was a brand new building at a station yet they decided to abandon the corridor. At Arden and Del Paso, the councilmember doomed a gas station to be a vacant site because you guidelines forebade gas stations at rail stations. It now sits vacant, along with the two adjacent sites we own.

3. What we need is very large scale office, which you plan discourages. The city, county, state and federal government could easily solve our problems with pushing offices to our corridor but they have mightily resisted that because they don't want to be in the "ghetto."

4. the SHRA has been pushing out existing businesses and buying property turning Del Paso into a wasteland of vacant/boarded property. Our company has produced almost all of the redevelopment money available by selling land south of highway 160 and has not received a dime of redevelopment money in return. Worse, we have received no benefit in the corridor.

5. Your plan encourages improvements in alleyways and with water mains adjacent to SHRA owned properties but promises no improvements to the folks paying for said improvements in other areas.

The design guidelines continue to encourage faux deco designs that have nothing to do with the styles of today. There are few true deco structures on the corridor today and those should be preserved but we should not be forced to harken back to that era for the sake of those few ok examples. It's the height of architectural foolishness . Witness the mess at Arden and El Camino were a Starbucks came and went that is an abomination of that attempt to be something it is not. The building at Arden and Oxford is another example of an architectural mess.

All in all the plan is a big mess. We need to look forward, not back, and to encourage all property owners to be daring, to excel and to have the City embrace that goal. This plan does none of that.

Bob Slobe

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**From:** Greg Sandlund [mailto:GSandlund@cityofsacramento.org]
**Sent:** Monday, January 10, 2011 11:18 AM
**To:** Robert Slobe
**Cc:** Jim McDonald
**Subject:** Northeast Line Implementation Plan

1

Bob,

As a follow up to our meeting last Thursday I've provided links to the Design Commission Agenda/Staff Report and also attached the section of our Zoning Code that pertains to the Transit Overlay Zone.

The agenda for the Design Commission Hearing can be found at the following link:
http://sacramento.granicus.com/AgendaViewer.php?view_id=21&event_id=133

The staff report that includes highlighted amendments to the design guidelines can be found at:
http://sacramento.granicus.com/AgendaViewer.php?view_id=21&event_id=133

If, after reviewing the attached code, you are still interested in having some of your properties rezoned with the Transit Overlay, please let me know.

Regards,

-Greg

<hr< body="">

2

**Greg Sandlund**

**From:** Robert Slobe [rslobe@nslco.com]
**Sent:** Wednesday, January 12, 2011 9:48 AM
**To:** Greg Sandlund; Luis Sanchez
**Subject:** RE: Northeast Line Implementation Plan

Greg,

I would like to amend my comments below to reflect our discussion about the vacant land in the Woodlake neighborhood that our company, The North Sacramento Land Company now owns. The maps you provided me show the land as "Ice House Detention" and "Charlesgate Detention." We don't know what that means but we know that the land is not only developable but we intend to develop it. That plan should be encouraged by the City and your staff as it is literally a stones throw from the Arden/Del Paso Light Rail station and subject to density credits therefore by its proximity. Showing it as detention is troubling and gives us the sense a taking is in the works. We would ask that map to either be amended or removed from your presentation.

Further, I failed to mention that no discussion whatsoever has been undertaken regarding the almost ten acres of land we own at the Globe Station. Reuse is viable and we are not only AT a station but benefit from Freeway visibility and an off ramp from Highway 160. It seems almost unbelievable that it was entirely left out of any plan discussion.

We would have been remiss if we had not been a participant in this process but, as you agreed, we were not invited to the table. Much like everything in North Sacramento these days everything is done in a black box, shielded from the most important stakeholders.

As an owner of almost twelve acres in the corridor, a stake larger that most or all, and the owner of another fourteen adjacent acres, we feel strongly that the Commission should send this back to staff and start over with a process that involves the community.

Bob Slobe

Greg,

As it turns out I am unable to attend the meeting tomorrow because, as the current chair of the Railroad Museum Foundation, I am meeting with Inland tomorrow night to discuss the future of the railyards at a dinner. I would like the following thoughts forwarded to the Commission:

1. I think the proposed plan of mixed use in the Del Paso corridor is wildly amiss. While there is a groundswell of encouragement for mixed uses around rail stations, the concept of more "affordable housing" in our corridor is wrong headed. North Sacramento needs no more affordable housing. With a wealth of housing in the surrounding area going begging for $50k or less we could not possible absorb that need in the next 20-30 years. Even if the goal is to encourage market rate housing that is not a possibility. It's unrealistic.

2. First floor retail and/or small office in the corridor are also ridiculous. We have a current retail/office vacancy of almost 80% in the corridor for the same product so planning for more only dooms the existing vacancy. Our own company, North Sacramento Land Company owns a building AT the Globe station and approximately 8k square feet at the Arden Del Paso station that has sat vacant for at least ten years. Your own Neighborhood Services Department abandoned a building of ours at the Globe Station for a building in North Natomas with NO transit possibilities four years ago and it sat for three year before we found a tenant. It seemed a "do as I say, not as I do" scenario. It was a brand new building at a station yet they decided to abandon the corridor. At Arden and Del Paso, the councilmember doomed a gas station to be a vacant site because your guidelines forebade gas stations at rail stations. It now sits vacant, along with the two adjacent sites we own.

3. What we need is very large scale office, which you plan discourages. The city, county, state and federal government could easily solve our problems with pushing offices to our corridor but they have mightily resisted that because they don't want to be in the "ghetto."

4. the SHRA has been pushing out existing businesses and buying property turning Del Paso into a wasteland of vacant/boarded property. Our company has produced almost all of the redevelopment money available by selling land south of highway 160 and has not received a dime of redevelopment money in return. Worse, we have received no benefit in the corridor.

5. Your plan encourages improvements in alleyways and with water mains adjacent to SHRA owned properties but promises no improvements to the folks paying for said improvements in other areas.

The design guidelines continue to encourage faux deco designs that have nothing to do with the styles of today. There are few true deco structures on the corridor today (we own one of the few nautical deco structures in Sacramento on Del Paso and have lovingly preservered it) and those should be preserved but we should not be forced to harken back to that era for the sake of those few so-so examples. It's the height of architectural foolishness . Witness the mess at Arden and El Camino were a Starbucks came and went that is an abomination of that attempt to be something it is not. The building at Arden and Oxford is another example of an architectural mess.

All in all the plan is a big mess. We need to look forward, not back, and to encourage all property owners to be daring, to excel and to have the City embrace that goal. This plan does none of that.

Bob Slobe

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**From:** Greg Sandlund [mailto:GSandlund@cityofsacramento.org]
**Sent:** Monday, January 10, 2011 11:18 AM
**To:** Robert Slobe
**Cc:** Jim McDonald
**Subject:** Northeast Line Implementation Plan

Bob,

As a follow up to our meeting last Thursday I've provided links to the Design Commission Agenda/Staff Report and also attached the section of our Zoning Code that pertains to the Transit Overlay Zone.

The agenda for the Design Commission Hearing can be found at the following link:
http://sacramento.granicus.com/AgendaViewer.php?view_id=21&event_id=133

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If, after reviewing the attached code, you are still interested in having some of your properties rezoned with the Transit Overlay, please let me know.

Regards,

-Greg

# REPORT TO PLANNING COMMISSION City of Sacramento

4

**915 I Street, Sacramento, CA 95814-2671**

**PUBLIC HEARING**
**February 10, 2011**

To: Members of the Planning Commission

**Subject: Bruceville American Dream (P06-134)**
A request to construct a 49 unit single family subdivision on approximately 4.2 net acres within the Multi-Family (R-2B-PUD) zone on the west side of Bruceville Road at Damascas Drive. This request requires:

**A.** **Environmental Determination:** Mitigated Negative Declaration;

**B.** **Mitigation Monitoring Plan;**

**C.** **Inclusionary Housing Plan;**

**D.** **General Plan Amendment** to amend the General Plan Designation from Suburban Neighborhood High Density to Suburban Neighborhood Medium Density;

**E.** **Tentative Map** to subdivide five parcels totaling 4.2± net acres into 49 small lot single family residential parcels and two landscape lots within the Multi-Family (R-2B-PUD) zone;

**F.** **PUD Schematic Plan Amendment** to depict 49 small lot single family residences within the Laguna Meadows Planned Unit Development;

**G.** **PUD Guidelines Amendment; and**

**H.** **Special Permit** for alternative housing to construct 49 single-family residences.

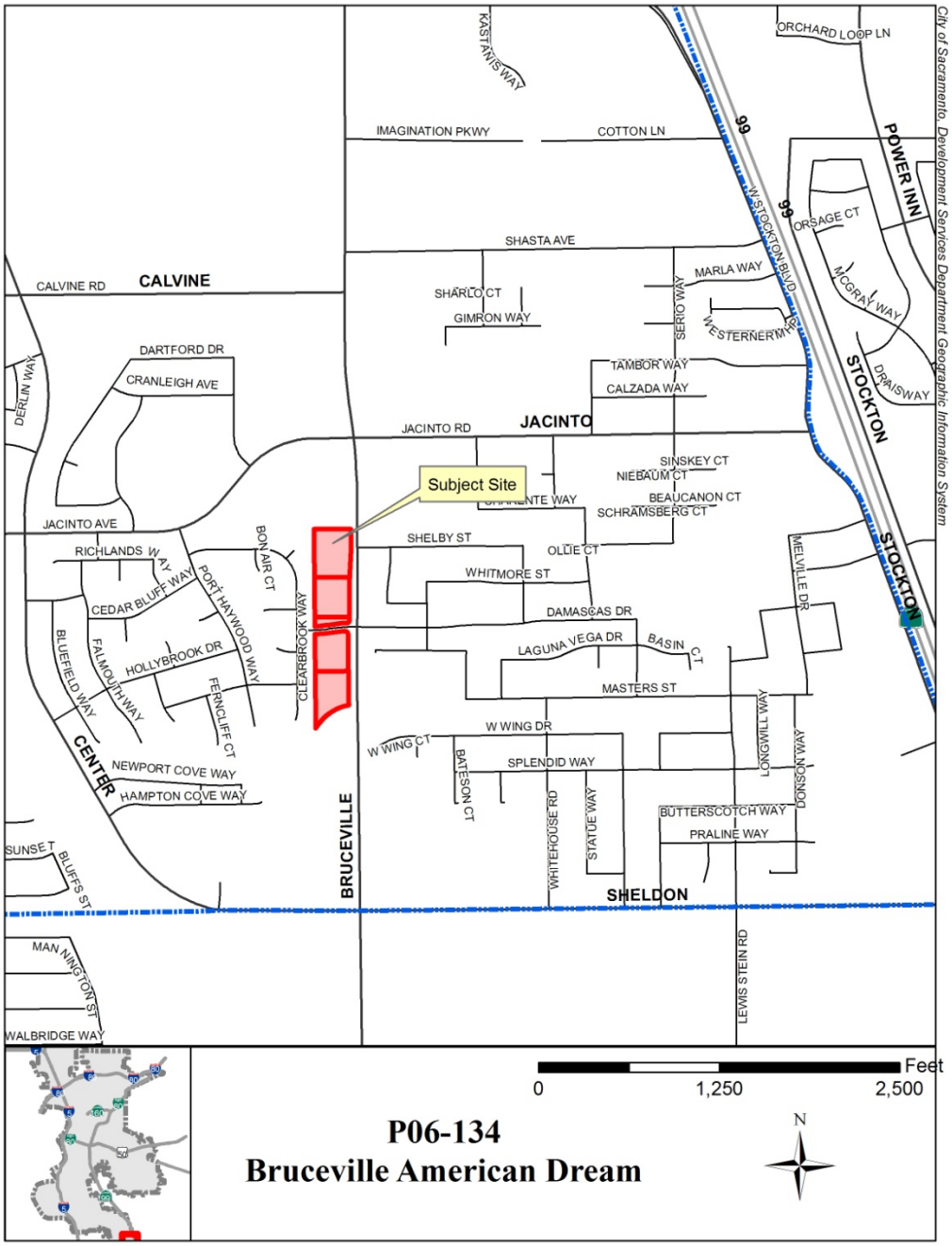
**Location/Council District**:
West Side of Bruceville Road on the north and south side of Damascas Drive.
Assessor's Parcel Number: 117-0221-017, 018, 021, 027, and 028
Council District 8

**Recommendation:** Staff recommends the Planning Commission recommend approval and forward the requested entitlements to the City Council based on the findings listed in Attachment 2. The City Council has the final approval authority over items A through H. **Staff is not aware of opposition and considers the project non- controversial.**

**Contact:** Antonio Ablog, Associate Planner, 808-7702, Lindsey Alagozian, Senior Planner, 808-2659

**Applicant/Owner:** John Mourier Construction, 1430 Blue Oaks Blvd, Ste 190, Roseville, CA 95747

**Vicinity Map**



**Summary:** The applicant is proposing to construct a 49 single-family home subdivision on 6.9 gross acres of vacant land on the west side of Bruceville Road to the north and south of Damascus Drive. The homes will range from 1,200 to 1,962 square feet. Approval of this subdivision requires amendments to the General Plan, the Laguna Meadows Planned Unit Development (PUD) Schematic Plan, and the Laguna Meadows PUD Guidelines. The applicant is also requesting the approval of development level entitlements including a Tentative Subdivision Map, and a Special Permit for alternative housing. An Inclusionary Housing Plan has been prepared for the project as it is in the New Growth Area. A Mitigated Negative Declaration and Mitigation Monitoring Plan have also been prepared.

| **Table 1: Project Information** |
|---|
| **General Plan Designation:** Suburban Neighborhood High Density. |
| **Existing zoning of site:** Multi-Family (R-2B-PUD) |
| **Planned Unit Development:** Laguna Meadows |
| **Existing use of site:** Vacant |
| **Property area:** 6.9 acres gross, 4.2 acres net |

**Background Information:** The site is currently vacant and zoned for Multi-Family Residential uses (R-2B-PUD). The subject site is in the Laguna Meadows PUD. A majority of the 120± acre PUD has been built out with commercial and residential uses since its initial approval in 1988. In 1991, a Special Permit to develop a 138 unit apartment complex on the subject site was approved by the Planning Commission. The apartment complex was never constructed. Currently, there are single-family homes directly to the west, and also to the east, on the opposite side of Bruceville Road. To the north are apartments. The southern end of the project abuts North Laguna Creek.

The project application for this site was submitted in July of 2006. At the time, the applicant proposed a 63-unit subdivision with typical lot size of approximately 36 feet wide by 80 feet deep. Based on the initial feedback from other departments and agencies, staff began working with the applicant to resolve several issues that would affect the design of the proposed project. These issues included:

- A wider dedication of right-of-way for the future expansion of Light Rail;
- The dedication of right-of way for the expansion of Bruceville Road;
- On-site Heritage Oaks;
- Ingress/egress of emergency vehicles; and
- Narrow lots with reduced setbacks.

The subdivision has been redesigned to address the above concerns. The project now consists of a 49-unit subdivision with two 40-foot lots (Lots A and B) along eastern property boundary to be dedicated to Regional Transit for the future expansion of Light Rail.

**Public/Neighborhood Outreach and Comments:** Early project notifications have been sent to all property owners within five hundred feet of the project site, as well as to the North Laguna Creek Neighborhood Association. City staff has not received any comments related to this project.

**Environmental Considerations:** The City of Sacramento prepared a Mitigated Negative Declaration (MND) for the Bruceville American Dream project. In accordance with the California Environmental Quality Act (CEQA), the MND was submitted to a 30-day public review period which ended on January 14, 2011. The comment period was also advertised in a newspaper of general circulation and a notice of availability (NOA) was sent to stakeholders in the project area. Three comment letters were received (see Attachment 3): 1) Regional Transit commented on the location of crossing gates for the light rail along Bruceville Road, recommendations for a Irrevocable Offer of Dedication for the 40' right-of-way on the east side of the subdivision on the west side of Bruceville Road, correction of lot numbering and location, and correction of Transit System setting information; 2) Sacramento Area Sewer District commented on existing sewer line serving the development and the need for possible upgrade based on sewer study; and, 3) Sacramento Regional County Sanitation District (SRCSD) and Sacramento Area Sewer District (SASD) commented that the two agencies are updating their planning documents, and a certificate of compliance must be obtained from the SASD and SRCSD before permit issuance. The comments received do not result in a new impact or mitigation measure; recirculation is not required under CEQA Section 15088.5.

The MND and Initial Study has been posted on the Community Development Department's web site at: http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/.

**Policy Considerations**

**2030 General Plan:** The subject parcels are designated Suburban Neighborhood High Density on the 2030 General Plan Land Use Map. This designation is reserved for multi-family housing at densities from 15 to 30 dwelling units per net acre. With this project, the applicant proposes to change this designation to Suburban Neighborhood Medium Density as the project only achieves a density of approximately 12 units per net acre. The Suburban Neighborhood Medium Density designation is reserved for medium density housing including small-lot single-family attached and detached dwellings with a a density between 7 and 17 dwelling units per net acre.. Buildings are encouraged to be located adjacent to the street with heights from 1 to 4 stories. The urban form characteristics envisioned for suburban neighborhoods include:

- Single-family residential scale.
- Lot coverage generally not exceeding 60 percent
- Building heights ranging from one to three stories
- A range of housing types and designs consistent with existing forms an patterns
- Street design balancing pedestrian and bicycle use with vehicular circulation.

Staff supports amending the General Plan Designation for these parcels. This project was in process during the 2030 General Plan update. The original plan proposed 63 units at a net density of 15 units per net acre meeting the Suburban Neighborhood High Density unit range. It was not until after the 2030 General Plan was approved that the final amendments to the project plans were made that reduced the number of units to 49. Staff believes that the current subdivision design that has enlarged the residential lots and has provided a wider dedication for future light rail is superior to the initial submittal. Staff supports the amendment to the General Plan as the amendment is required to accommodate the updated project design. The proposed Suburban Neighborhood Medium Density is compatible with the surrounding land uses.

**Zoning/PUD:** The subject site is zoned Multi-Family Residential (R-2B-PUD) and is in the Laguna Meadows PUD. The applicant proposes to construct 49 single-family homes on lots that are typically 45 feet wide by 75 feet deep. This is considered an alternative single-family product which is allowed in the subject zone with the approval of a Special Permit. The PUD Guidelines also currently require a Special Permit for development within the PUD.

The Laguna Meadows PUD Schematic Plan currently depicts an apartment complex on the subject site. With the dedication required for Light Rail, the remaining lot became unsuitable (inadequate lot width) for the development of the designated apartments. The applicant is requesting to amend the PUD Schematic Plan to depict single-family housing on the subject site. Staff supports this amendment as staff believes that the proposed single-family homes are consistent with the surrounding residential development.

In conjunction with the PUD Schematic plan, the applicant is proposing minor changes to the PUD Guidelines to accommodate the proposed subdivision. The PUD Guidelines currently designate the subject site (Site J in the PUD Guidelines) for Multi-Family Apartments. References to Site J in the Multi-Family section of the Guidelines will be deleted. The requirements for Site J will be moved to the Single-Family Residential section of the Guidelines. Furthermore, the following changes will be made to PUD Guidelines:

- The PUD guidelines require the approval of a Special Permit for single-family housing. Zoning Code section 17.180.030 allows development in a PUD subject to a Planning Director's plan Review where a Special Permit is otherwise not required. The PUD Guideline will be amended such that the approval procedures will reference section 17.180 of the Zoning Code. This will ensure procedural consistency between the Zoning Code and the PUD Guidelines.

- The PUD guidelines require that an amendment to the PUD Schematic Plan or PUD Guidelines be approved by both the Planning Commission and City Council. The Zoning Code currently allows minor amendments to be approved by the Planning Commission. The PUD language is being amended to reflect this.

- The Guidelines will be amended to require that all new single-family homes be consistent with the Citywide Single-Family Residential Design Guidelines.

Staff supports the proposed amendments to the PUD Guidelines as they will provide consistency between the PUD and the zoning code and will establish design standards for single-family development in the PUD.

**Inclusionary Housing Plan:** According to the Zoning Code, this project is subject to the City's Mixed Income Housing Policy. Through this requirement, the applicant must provide 7 affordable housing units. The applicant proposes to meet this requirement by dedicating 7 of the 1,200 square foot units as on-site inclusionary housing units (see Attachment 6). The inclusionary housing units will be distributed throughout the site.

**Project Design**

**Tentative Map:** The applicant is proposing to subdivide the project site as a small-lot subdivision as only a few of the lots meet the standard single-family lot requirements (52 feet wide by 100 feet deep). The original Tentative Map consisted of 63 single-family lots accessed via two cul-de-sacs stubbing off of Damascus Drive. Additionally, the map included two 25-foot wide lots on the east side of the subdivision for the future expansion of light rail. Based on the comments made on the original map, the applicant made the following changes:

- The dedication for Light Rail was increased from 25 feet to 40 feet;

- The street layout was changed. Elbows replaced the cul-de-sacs at the north and south ends of the subject site improving vehicular circulation and emergency ingress/egress;

- The individual residential lots were reconfigured to be larger. This reduced the number of units, but allowed for more standard setbacks and allowed for larger residential units;

- Several lots at the northern end of the subdivision were reconfigured to avoid the removal of a mature oak tree; and

- An 8 foot widened sidewalk was added adjacent to Bruceville Road for enhanced pedestrian and off-street bicycle circulation.

The north-south road is proposed to be constructed with a 41-foot street section with attached sidewalks. Though staff generally promotes the newer 53-foot street section that includes planters and separated sidewalks, staff realized that the requirements for

the Regional Transit dedication took much of the land that would have been dedicated for additional planter area. Instead of providing the separated sidewalk on the internal street, the applicant is proposing an 8-foot wide separated sidewalk and a 7'-4" planter along Bruceville Road between the southern property boundary and Damascas Drive. To the north of Damascas drive, and on-street bike lane is proposed.

The tentative map will have access to Bruceville Road at three points, one at the existing Damascas Drive, and the other two at new street connections at the north and south ends of the subdivision. The existing intersection at Damascas is signalized and will allow full access to Bruceville road. The new connections will be limited access (right-in/right-out only) as Bruceville road has an existing landscaped median. Full street improvements along Bruceville road will be required with the construction of the project. The Tentative map was approved by the Subdivision Review Committee on January 19, 2011.

**House Plans/Site Design:** The applicant proposes to construct 49 detached single-family homes. There will be six plans as follows:

| Model/Square Footage | stories | bedrooms | garage | # units proposed |
|---|---|---|---|---|
| 1200 | 1 | 3 | 2-car | 12 |
| 1399 | 2 | 3 | 2-car | 11 |
| 1500 | 2 | 3 | 2-car | 6 |
| 1688 | 2 | 3 | 2-car | 1 |
| 1884 | 2 | 4 | 2-car | 6 |
| 1962 | 2 | 4 | 2-car | 13 |

Each model will have three elevation options based on contemporary Mediterranean and Craftsman influenced styles. The exteriors will be finished with stucco and tile roofing. Elevation enhancements will include stone veneer on selected style options.

Staff has worked with the applicant to ensure that the house plans will fit on the lots appropriately while providing proper setbacks. At a minimum a front setback of 12.5 feet will be provided. This is based on the 68 foot deep lot. A 15 to 20 foot front setback will be typical. The side setbacks will be 5 feet.

The applicant has amended the site plan so that a majority of the proposed rear setbacks adjacent to the existing subdivision to the east will meet the standard 15-foot rear setback requirement. Exceptions have been made for the single-story homes, which will maintain a 10 foot rear setback. Though no development will occur on the east side of the subdivision, those homes will also have a minimum 15-foot rear yard with the exception of the single-family homes. Due to existing noise levels, the applicant will be required to construct a sound wall behind the homes on the east side of the subdivision.

**Special Permit:** As a small-lot subdivision, this project requires the approval of a Special Permit for alternative housing. Approval of the Special Permit is based upon a review of setbacks, lot coverage, lot size and dimensions, public street frontage and access, overall design of the project, and the design. Staff has reviewed these aspects of the project. Though the lot sizes and dimensions are, for the most part, smaller than the standard 5,200 square-foot single-family lot, the site plan manages to effectively site the proposed homes in order to provide adequate front and rear setbacks. With only exception given to the single-story plan, the new homes will maintain a 15-foot rear setback (standard R-1 setback) adjacent to the existing residential to the east. None of the parcels will exceed the standard single-family 40 percent lot coverage requirement. All new homes will be consistent with the City's Single-Family Residential Design Guidelines.

In granting the Special Permit for alternative housing, the following standards apply:

**A. A special permit shall be granted upon sound principles of land use.**

The proposed project has been designed to develop a vacant site surrounded by existing infrastructure and will provide new single-family ownership opportunities. The proposed project constitutes a sound land use in that the homes are consistent with the surrounding land uses which consist of both single and multi-family homes.

**B. A special permit shall not be granted if it will be detrimental to the public health, safety or welfare, or if it results in the creation of a nuisance.**

The proposed project, as conditioned, would not result in the creation of a nuisance as the proposed single family homes are compatible with the surrounding land uses. The circulation and access pattern is appropriate for the subject site. Though the proposed lots are smaller than the typical single-family lot, staff has found that the lots provide adequate private yards and setbacks.

**C. A special permit use must comply with the objectives of the general or specific plan for the area in which it is to be located.**

Granting of the Special Permit would be consistent with the objectives of the General Plan in that it provides small-lot single-family housing compatible with adjacent uses. The proposed project also develops residential land uses in a manner that is efficient and makes use of existing infrastructure.

Planning staff finds that the proposed homes are an appropriate use for the subject site. The site has been designed to make efficient use of the site given such constraints as

the dedication of 40 feet to Regional Transit. The project provides home ownership opportunities at a higher density than the standard single-family home.

**Summary**

The project consists of a proposal to develop a vacant site with higher density single-family housing. Staff believes that the project has been well designed, and is compatible with the surrounding land uses. Though the proposal incorporates alternative housing on smaller lots, the overall project incorporates well designed house plans, quality materials, and enhanced frontage along Bruceville Road. Further, the project proposed to meet all inclusionary housing requirements with on-site ownership housing. Staff supports the proposal and recommends that the Planning Commission forward the requested entitlements to the City Council with a positive recommendation.

Respectfully submitted by: _____
ANTONIO ABLOG
Associate Planner

Approved by: _____
LINDSEY ALAGOZIAN
Senior Planner

Recommendation Approved:

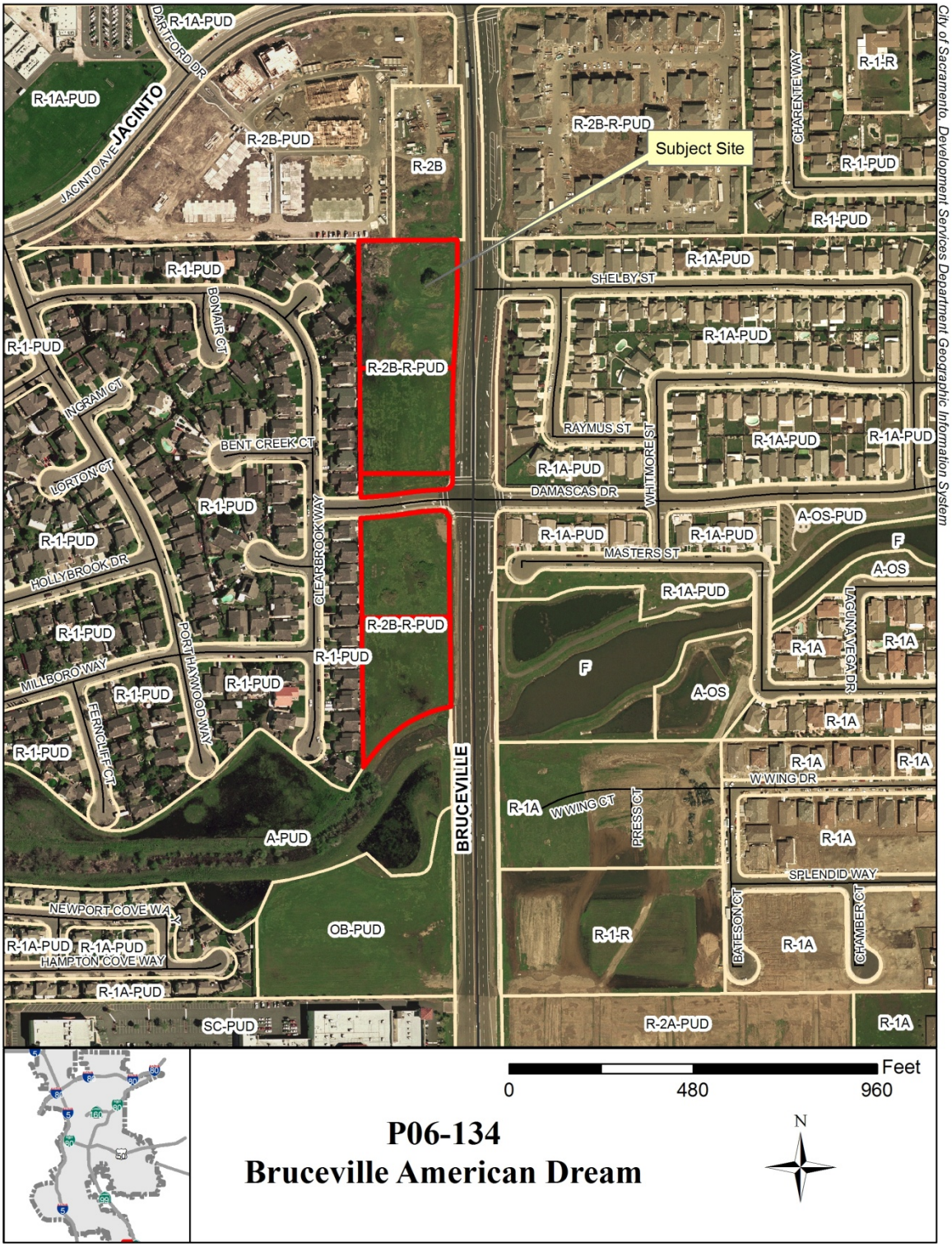
_____
GREGORY BITTER, AICP
Principal Planner

Attachments:

| | |
|---|---|
| Attachment 1 | Land Use Map |
| Attachment 2 | Proposed Findings of Fact |
| Attachment 3 | Comments to the Mitigated Negative Declaration |
| Attachment 4 | Resolution - CEQA |
| Attachment 5 | Resolution – General Plan Amendment |
| Attachment 6 | Resolution - Inclusionary Housing Plan |
| Attachment 7 | Resolution - PUD Amendments |
| Attachment 8 | Resolution - Project Approval |

**Bruceville American Dream** (P06-134) February 10, 2011

Attachment 1 – Land Use Map



**Findings of Fact**

**A/B.** The Planning Commission has reviewed and considered the information contained in the Mitigated Negative Declaration and Mitigation Monitoring Plan for the Project in making the recommendations set forth below.

C. The Planning Commission recommends approval and forwards to the City Council the **Inclusionary Housing Plan** for the Project as set forth in Attachment 6;

**D.** The Planning Commission recommends approval and forwards to the City Council the **General Plan Amendment** for the Project as set forth in Attachment 5;

**E.** The Planning Commission recommends approval and forwards to the City Council the **Tentative Map** to subdivide five parcels totaling 4.2± net acres into 49 small lot single family residential parcels and two landscape lots within the Multi-Family (R-2B-PUD) zone as set forth in Attachment 8;

**F.** The Planning Commission recommends approval and forwards to the City Council the **PUD Schematic Plan Amendment** to depict 49 small lot single family residences within the Laguna Meadows Planned Unit Development as set forth in Attachment 7;

**G.** The Planning Commission recommends approval and forwards to the City Council the **PUD Guidelines Amendment** as set forth in Attachment 7; and

**H.** The Planning Commission recommends approval and forwards to the City Council the **Special Permit** for alternative housing to construct 49 single-family residences as set forth in Attachment 8.

**Regional Transit**

**Sacramento Regional Transit District**
A Public Transit Agency and Equal Opportunity Employer

***Mailing Address:***
P.O. Box 2110
Sacramento, CA 95812-2110

***Administrative Office:***
1400 29th Street
Sacramento, CA 95816
(916) 321-2800
(29th St. Light Rail Station/ Bus 36,38,50,67,68)

***Light Rail Office:***
2700 Academy Way
Sacramento, CA 95815
(916) 648-8400

Public Transit Since 1973

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January 14, 2011

Dana Allen
Associate Planner
City of Sacramento, Community Development Department
Environmental Planning Services
300 Richards Blvd., 3rd Floor
Sacramento, CA 95811

NAME OF DEVELOPMENT: Bruceville American Dream
CONTROL NUMBER: P06-134
TYPE OF DOCUMENT: Draft Mitigated Negative Declaration

The Bruceville American Dream project proposes 49 single-family units on 6.9 acres within the Multi-Family (R-2B-PUD) zone. The site is located on the west side of Bruceville Road approximately 1960' north of Sheldon Road in the South Sacramento community.

Bus route 54 provides 60-minute service regular service with 30-minute peak service, five days a week within 1/4 mile of the site with connectivity to a Transit Center and light rail. The City of Elk Grove identifies Bruceville Road as a future alignment for light rail or bus rapid transit and a station is being considered at Sheldon Road (within 1/2 mile of the project).

Development along this corridor needs to be transit supportive to help ensure the justification and funding for future light rail as the Federal Transit Administration looks closely at land uses adjacent to the system. Transit supportive development densities need to be in the medium to high-density ranges. Street configurations and lot patterns need to support the transit system.

Dedicated right of way for light rail or bus rapid transit will have conflicts with multiple crossings so close together. Running transit in exclusive right of way down either side of Bruceville Road is a complex issue with regard to too many crossings and can impede running times.

Additionally, this project has three entrances that will require crossing gates for light rail. The CPUC will have issues providing permits for the three grade crossings so close together along this development.

Regional Transit (RT) staff has reviewed the proposed project and also recommends the following:

- The 40' of right-of-way for transit on the east side of the subdivision along the west side of Bruceville Road in the form of an Irrevocable Offer of Dedication (IOD) must be shown on the tentative map and called out for transit.

- On page 42, the paragraph under "Noise 1, a." needs to be corrected to reflect that the lots north of Damascas are lots 37-49 and the lots south of Damascas are lots 1-10.

- On page 49, the paragraph under TRANSIT SYSTEM should be corrected to read as follows:

  RT operates 65 bus routes and 26.9 miles of light rail covering a 418 square-mile service area. Buses and light rail run 365 days a year using 76 light rail vehicles, 236 buses powered by compressed natural gas (CNG) and 17 shuttle vans. Buses operate daily from 5:00 a.m. to 9:45 p.m. every 15 to 60 minutes, depending on the route. Light rail trains operate from 4:00 a.m. to 10:30 p.m. daily with service every 15 minutes during the day and every 30 minutes in the evening.

Thank you for the opportunity to comment. Please send any subsequent documents and hearing notices that pertain to this project, as they become available. If you have further questions regarding these recommendations, please contact me at (916) 556-0514 or cpair@sacrt.com.

Sincerely,

Chris Pair

Chris Pair
Assistant Planner

C: RoseMary Covington, AGM of Planning & Transit Systems Development
Traci Canfield, Planner, RT

I:\PL\Development Review\Development Review Projects\1_Response Letters\City of Sacramento projects\South Sacramento\Bruceville American Dream Mit Neg Dec 011411.doc

SACRAMENTO AREA
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January 7, 2011
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Dana Allen
City of Sacramento, Community Development Department
Environmental Planning Division
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811

**Subject:** **Notice of Availability/Intent to Approve the Draft Mitigated Negative Declaration for Bruceville American Dream (P06-134)**
**APN: 117-0211-017, 018, 021, 027 & 028**

Dear Ms. Allen:

Sacramento Area Sewer District (SASD) has reviewed the Notice of Availability/Intent to Approve the Draft Mitigated Negative Declaration for the subject project and has following comments. The Sacramento Regional County Sanitation District (SRCSD) has sent their comments in a separate letter.

It is noted that this project is requesting entitlements for a Tentative Subdivision Map to subdivide five parcels totaling 6.9 acres into 49 small single-family residential parcels and two landscape lots within the Multi-family (R-2B-PUD) zone. The project is located on the west side of Bruceville Road and on the north and south of Damascus Drive, near the intersection of Sheldon Rd and Bruceville Road. The project site is within the Urban Services Boundary, SASD/SRCSD boundaries and the City of Sacramento boundary.

The project site is currently vacant with a 6-inch public sewer line running through the site within Damascas Drive. Sewer services will be provided by proposed SASD infrastructure within the future public right of way or easement granted to SASD and will connect to existing sewer line in Damascas Drive. There may be a need to upgrade a part of existing sewer line to accommodate flow from this development. No offsite sewer infrastructure is expected to be required.

We expect that if the project is subject to currently established policies, ordinances, fees, and to conditions of approval, then mitigation measures will adequately address the sewage aspects of the project. We anticipate a less than significant impact to the sewage facilities due to this development.

**Board of Directors**
Representing:

County of Sacramento
City of Citrus Heights
City of Elk Grove
City of Folsom
City of Rancho Cordova
City of Sacramento

**Stan R. Dean**
*District Engineer*

**Christoph Dobson**
*Director of Operations*

**Prabhakar Somavarapu**
*Director of Policy and Planning*

**Marcia Maurer**
*Chief Financial Officer*

**Claudia Goss**
*Director of Communications*

10060 Goethe Road
Sacramento, CA 95827-3553
Tel 916.876.6000
Fax 916.876.6160
www.sacsewer.com

If you have any questions regarding these comments, please call Amandeep Singh at (916) 876-6296 or myself at (916) 876-6094.

Sincerely,

Salam A. Khan, P.E.
Sacramento Area Sewer District
Development Services

SK/AS: ms

cc: File
SRCSD Development Services –Steven Norris
Policy and Planning -Sarenna Deeble

Allen.010711.ltr

**RESOLUTION NO. 2011**

Adopted by the Sacramento City Council

**ADOPTING THE MITIGATED NEGATIVE DECLARATION AND THE MITIGATION MONITORING PROGRAM FOR THE BRUCEVILLE AMERICAN DREAM PROJECT (P06-134)**

**BACKGROUND**

A. On February 10, 2011 the City Planning Commission conducted a public hearing on, and forwarded to the City Council a recommendation to adopt the Mitigated Negative Declaration and the Mitigation Monitoring Plan

B. On _____ the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 17.200.010(C)(1) (a) and (c) (publication and mail 500 feet), and received and considered evidence concerning the Bruceville American Dream project.

**BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:**

Section 1. The City Council finds as follows:

A. The Project initial study identified potentially significant effects of the Project. Revisions to the Project made by or agreed to by the Project applicant before the proposed mitigated negative declaration and initial study were released for public review were determined by City's Environmental Planning Services to avoid or reduce the potentially significant effects to a less than significant level, and, therefore, there was no substantial evidence that the Project as revised and conditioned would have a significant effect on the environment. A Mitigated Negative Declaration (MND) for the Project was then completed, noticed and circulated in accordance with the requirements of the California Environmental Quality Act (CEQA), the State CEQA Guidelines and the Sacramento Local Environmental Procedures as follows:

1. On December 13, 2010 a Notice of Intent to Adopt the MND (NOI) dated December 13, 2010 was circulated for public comments for 30 days. The NOI was sent to those public agencies that have jurisdiction by law with respect to the proposed project and to other interested parties and agencies, including property owners within 500 feet of the boundaries of the proposed project. The comments of such persons and agencies were sought.

2. On December 13, 2010 the NOI was published in the Daily Recorder, a newspaper of general circulation, and the NOI was posted in the office of the Sacramento County Clerk.

3. The Initial Study was revised after public notice of its availability; however, none of the conditions requiring recirculation (CEQA Guidelines section 15073.5(b)) is applicable to the project. The mitigation measures were replaced with either equal or more effective measures pursuant to Section 15074.1 of the CEQA Guidelines, revisions to the project do not result in new avoidable significant effects, and the new information added to the Negative Declaration makes insignificant modifications.

Section 2. The City Council has reviewed and considered the information contained in the MND, including the initial study, the revisions and conditions incorporated into the Project, and the comments received during the public review process and the hearing on the Project. The City Council has determined that the MND constitutes an adequate, accurate, objective and complete review of the environmental effects of the proposed project.

Section 3. Based on its review of the MND and on the basis of the whole record, the City Council finds that the MND reflects the City Council's independent judgment and analysis and that there is no substantial evidence that the Project will have a significant effect on the environment.

Section 4. The City Council adopts the MND for the Project.

Section 5. Pursuant to CEQA section 21081.6 and CEQA Guidelines section 15074, and in support of its approval of the Project, the City Council adopts a Mitigation Monitoring Program to require all reasonably feasible mitigation measures be implemented by means of Project conditions, agreements, or other measures, as set forth in the Mitigation Monitoring Program.

Section 6. Upon approval of the Project, the City's Environmental Planning Services shall file or cause to be filed a Notice of Determination with the Sacramento County Clerk and, if the project requires a discretionary approval from any state agency, with the State Office of Planning and Research, pursuant to section 21152(a) of the Public Resources Code and section 15075 of the State EIR Guidelines adopted pursuant thereto.

Section 7. Pursuant to Guidelines section 15091(e), the documents and other materials that constitute the record of proceedings upon which the City Council has based its decision are located in and may be obtained from, the Office of the City Clerk at 915 I Street, Sacramento, California. The City Clerk is the custodian of records for all matters before the City Council.

Section 8. Exhibit A is part of this Resolution.

Table of Contents:

Exhibit A: Mitigation Monitoring Plan

**BRUCEVILLE AMERICAN DREAM (P06-134)**
**MITIGATION MONITORING PLAN**

This Mitigation Monitoring Plan (MMP) has been required by and prepared for the City of Sacramento Community Development Department, Environmental Planning Services, 300 Richards Boulevard, Sacramento, CA 95811, pursuant to Public Resources Code of California, Statute, 21081.6.

**SECTION 1: PROJECT IDENTIFICATION**

**Name/File Number:** Bruceville American Dream (P06-134)

**Owner/Developer/Applicant:** Steve Schnable
JMC Homes
1430 Blue Oaks Blvd., Suite 190
Roseville, CA 95678

**City of Sacramento Contact:** Dana Allen, Associate Planner
Environmental Planning Services
Community Development Department
300 Richards Boulevard
Sacramento, CA 95811
Phone: (916) 808-2762

**Project Location**

The proposed project site is located on the west side of Bruceville Road at Damascas Drive. Jacinto Road is located north, Center Parkway is east and Sheldon Road is south. The project site includes Assessor's Parcel Numbers 117-0211-017, -018, -021, -027 and -028.

**Project Components**

The proposed project requests construct a 49-unit, small lot, single-family subdivision on approximately 6.9 vacant acres, within the Multi-Family (R-2B-PUD) zone. Project entitlements include a Tentative Map to subdivide five parcels totaling approximately 6.9 net acres into 49 parcels and two landscape lots, a PUD Guidelines Amendment to allow small lot single-family residences within the Laguna Meadows Planned Unit Development, a PUD Schematic Plan Amendment and a Special Permit for alternative housing.

**SECTION 2: GENERAL INFORMATION**

The Mitigation Monitoring Plan (MMP) includes mitigation for Biological Resources, Cultural Resources, Hazards and Noise impacts. The intent of the Plan is to prescribe and enforce a means for properly and successfully implementing the mitigation measures as identified within the Initial Study/Mitigated Negative Declaration for this project. Unless otherwise noted, the cost of implementing the mitigation measures as prescribed by this Plan shall be funded by the owner/developer/applicant identified above. This Mitigation Monitoring Plan (MMP) is designed to aid the City of Sacramento

in its implementation and monitoring of mitigation measures adopted for the proposed project.

The mitigation measures have been taken verbatim from the Mitigated Negative Declaration/Initial Study and are assigned the same number they have in the document. The MMP describes the actions that must take place to implement each mitigation measure, the timing of those actions, and the entities responsible for implementing and monitoring the actions. The developer would be responsible for fully understanding and effectively implementing the mitigation measures contained with the MMP. The City of Sacramento, along with other applicable local, state or federal agencies, would be responsible for ensuring compliance.

## MITIGATION AGREEMENT

PROJECT NAME / FILE NUMBER: Bruceville American Dream (P06-134)

OWNER/DEVELOPER/APPLICANT: Steve Schnable
JMC Homes
1430 Blue Oaks Blvd., Suite 190
Roseville, CA 95678

I, John Mourier Const. Inc. (owner/developer/applicant), agree to amend the project application P06-134 to incorporate the attached mitigation measures as identified in the Initial Study for the project. I understand that by agreeing to these mitigation measures, all identified potentially significant environmental impacts should be reduced to below a level of significance, thereby enabling the Environmental Coordinator to prepare a Mitigated Negative Declaration of environmental impact for the above referenced project.

I also understand that the City of Sacramento will adopt a Mitigation Monitoring Plan (Plan) for this project. This Plan will be prepared by the Community Development Department, pursuant to the California Environmental Quality Act Guidelines Section 21081.6 and pursuant to Article III of the City's Local Administrative Procedures for the Preparation of Environmental Documents.

I acknowledge that this project, P06-134, would be subject to this Plan at the time the Plan is adopted. This Plan will establish responsibilities for the monitoring of my project by various City Departments and by other public agencies under the terms of the agreed upon mitigation measures. I understand that the mitigation measures adopted for my project may require the expenditure of owner/developer funds where necessary to comply with the provisions of said mitigation measures.

Signature (Owner/Developer/Applicant)

Land Development Manager - John Mourier Const., Inc.
Title

5.4.2010
Date

## CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

State of California
County of Placer

On May 6, 2010 (Date) before me, Karen Headley, a notary public (Here Insert Name and Title of the Officer),
personally appeared Steven A. Schnable (Name(s) of Signer(s))

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

KAREN HEADLEY
Commission # 1697359
Notary Public - California
Placer County
My Comm. Expires Oct 3, 2010

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature (Signature of Notary Public)

Place Notary Seal Above

**OPTIONAL**

*Though the information below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent removal and reattachment of this form to another document.*

**Description of Attached Document**

Title or Type of Document: _____

Document Date: _____ Number of Pages: _____

Signer(s) Other Than Named Above: _____

**Capacity(ies) Claimed by Signer(s)**

Signer's Name: _____
☐ Individual
☐ Corporate Officer — Title(s): _____
☐ Partner — ☐ Limited ☐ General
☐ Attorney in Fact
☐ Trustee
☐ Guardian or Conservator
☐ Other: _____
Signer Is Representing: _____

RIGHT THUMBPRINT OF SIGNER
Top of thumb here

Signer's Name: _____
☐ Individual
☐ Corporate Officer — Title(s): _____
☐ Partner — ☐ Limited ☐ General
☐ Attorney in Fact
☐ Trustee
☐ Guardian or Conservator
☐ Other: _____
Signer Is Representing: _____

RIGHT THUMBPRINT OF SIGNER
Top of thumb here

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| Environmental Resource | Mitigation Measure | Responsible Entity | Compliance Milestone / Confirm Complete |
|---|---|---|---|
| **Biological Resources** | **Bio 1** -To mitigate impacts to Swainson's hawk and other migratory birds during the nesting season (March 1 through September 15), the project applicant(s) shall retain a qualified biologist to conduct preconstruction surveys and to identify active nests on and within 0.5 mile of the project site. The surveys shall be conducted no more than 14 days before the beginning of construction. To the extent feasible, guidelines provided in *Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in the Central Valley* (Swainson's Hawk Technical Advisory Committee 2000) shall be followed.<br><br>If no nests are found, no further mitigation is required.<br><br>If active nests are found, impacts to nesting Swainson's hawks and other migratory birds shall be avoided by establishment of appropriate buffers around the nests to the extent any portion of the buffer area is located on the project site. No project activity shall commence within the buffer area until a qualified biologist confirms that any young have fledged and the nest is no longer active. DFG guidelines recommend implementation of 0.25-mile buffers for most birds and 0.5-mile buffers for Swainson's hawk, but the size of the buffer may be adjusted if a qualified biologist and the City, in consultation with DFG, determine that such an adjustment would not be likely to adversely affect the nest. If adjustments to this buffer are made, Fish and Game Code Section 2081 permits may need to be obtained through DFG. Monitoring of the nest by a qualified biologist during and after construction activities will be required if the activity has potential to adversely affect the nest. Initiation of construction before March 1 or after September 15 does not require a survey to be conducted, and mitigation is not required.<br><br>**Bio 2** - Prior to the issuance of grading permits, the project applicant shall preserve 6.9 acres of suitable raptor foraging habitat for the loss of habitat. Suitable foraging habitat includes alfalfa or other low growing row crops. Preservation may occur through the purchase of conservation easements or fee title of lands with suitable foraging habitat. Land and easements shall be approved by the City in consultation with DFG.<br><br>**Bio 3** - <u>Giant garter snake permanent loss of habitat:</u> The area to be considered as permanent loss of | City of Sacramento-Community Development Department;<br><br>California Department of Fish and Game<br><br>United States Fish and Wildlife Service | **Prior to issuance of any grading or building permit**: The Community Development Department shall assure that measures are identified on construction plans and specifications and will confirm compliance with mitigation measures prior to issuance of any grading or building permit. |

| Environmental Resource | Mitigation Measure | Responsible Entity | Compliance Milestone / Confirm Complete |
|---|---|---|---|
| | habitat shall be the area set back from the edge of the Laguna Creek channel, upland 200 feet. *However, it shall exclude any existing development within the 200 feet setback, including the City of Sacramento's North Laguna Creek Wildlife Area Bike Trail.* The applicant shall, prior to obtaining a grading permit, submit an approved conservation easement from the U.S. Fish and Wildlife Service demonstrating that replacement habitat for the giant garter snake has been obtained, and that all elements of the mitigation set forth below have been adequately secured.<br><br>a. Replacement of affected giant garter snake habitat at a 3:1 ratio (1.06 acres x 3 = 3.18 acres);<br><br>b. If restoration of habitat is a component of the replacement habitat, one year of monitoring restored habitat with a photo documentation report due one year from implementation of the restoration with pre- and post-project area photos;<br><br>c. Five years of monitoring replacement habitat with photo documentation report due each year.<br><br>**Bio 4:** Giant garter snake potential take: Prior to obtaining a grading permit, the applicant shall submit an approved incidental take permit for Giant garter snake from U.S. Fish and Wildlife Service, or approved Habitat Conservation Plan (HCP). The following are the typical Terms and Conditions of an approved HCP:<br><br>a. Prior to commencement of construction activities the applicant shall compensate for the permanent loss of habitat of the Giant garter snake to the satisfaction of the USFWS, as specified in Bio 3.<br><br>b. Construction activity within snake habitat shall be conducted between May 1 and October 1, the active period for the Giant garter snake;<br><br>c. The applicant shall identify any land area of the project site that should be avoided as an environmentally sensitive area (ESA). Prior to commencement of construction, high visibility fencing shall be erected around such areas to protect them from encroachment of personnel or equipment. The fencing shall be inspected prior to the start of each workday and maintained by the applicant until completion of construction. Signs shall be posted every 50 feet along the edge of ESAs, with the | | |

| Environmental Resource | Mitigation Measure | Responsible Entity | Compliance Milestone / Confirm Complete |
|---|---|---|---|
| | following text:<br><br>*"This area is habitat of federally-threatened and/or endangered species, and must not be disturbed. These species are protected by the Endangered Species Act of 1973, as amended. Violators are subject to prosecution, fines and imprisonment."*<br><br>The signs shall be clearly readable from a distance of 20 feet, and shall be maintained until completion of construction, when they shall be removed.<br><br>d. Best Management Practices (BMPs), including a Storm Water Pollution Prevention Plan (SWPPP) and Water Pollution Control program (WPCP) shall be implemented to prevent sediment from entering areas outside the project area or construction area, including, e.g., silt fencing, temporary berms, and installation of vegetative strips. BMPs shall be implemented to reduce impacts from erosion, dust, noise and other deleterious aspects of construction activities. Runoff from dust control and hazardous materials shall be retained on the construction site.<br><br>e. Tightly woven fiber netting or similar material shall be used for erosion control and other purposes at the project site to ensure that the Giant garter snake does not get trapped or become entangled. This restriction shall be communicated to the contractor through the use of special provisions included in the bid solicitation package. Plastic monofilament netting (erosion control matting) shall not be used for erosion control.<br><br>f. During construction operations, the number of access routes, number and size of staging areas, and the total area of the proposed project activity shall be limited to the proposed project site. Routes and boundaries will be restricted to established roadways to minimize habitat disturbance. Project-related vehicles shall observe a 20-mile per hour limit within construction areas, except on paved public highways.<br><br>g. During construction operations, stockpiling of construction materials, portable equipment, vehicles and supplies shall be restricted to any designated construction staging areas and shall avoid all environmentally sensitive areas. The applicant shall ensure that there is no contamination | | |

| Environmental Resource | Mitigation Measure | Responsible Entity | Compliance Milestone / Confirm Complete |
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| | of habitat areas during construction operations.<br><br>h. Within 24 hours prior to the commencement of construction activities, the applicant shall arrange for a site visit and inspection by a USFWS-approved biologist. The biologist shall be on-site during all activities that could result in adverse effects to the GGS. The monitoring biologist shall have the authority to stop construction activities if a snake is encountered until appropriate corrective measures as identified by the biologist have been implemented, or until the snake is determined to be unharmed. Snakes encountered during construction activities shall be allowed to move away from the area on their own volition. The biologist shall notify the USFWS immediately if any listed species are found on-site, and shall submit a report regarding each such sighting, including date and time, location, habitat description, and any corrective measures taken for protection of the species. The biologist shall report any take of listed species to the USFWS immediately by telephone at (916) 414-6000 and by electronic mail or written letter addressed to the Chief, Endangered Species Division, within three (3) working days of the incident.<br><br>i. A Worker Environmental Awareness Training Program for all construction personnel shall be conducted by the USFWS-approved biologist prior to the commencement of construction activities. The program shall provide workers with information on their responsibilities with regard to the snake, an overview of the life-history of the species, information on take prohibitions, protections afforded the animal under the federal Endangered Species Act, and an explanation of the relevant terms and conditions of the various biological opinions that have been issued by the USFWS relating to the Giant garter snake. All workers shall be informed of the importance of preventing spills and appropriate measures that should be taken in the event a spill occurs.<br><br>j. To eliminate an attraction to predators of the snake, all food-related trash items such as wrappers, cans, bottles and food scraps shall be disposed of in closed containers and removed at the end of each workday from the project site.<br><br>k. Any dewatered habitat shall remain dry for at least 15 consecutive days after April 15.<br><br>l. After construction activities are complete, any temporary fill or construction debris | | |

| Environmental Resource | Mitigation Measure | Responsible Entity | Compliance Milestone / Confirm Complete |
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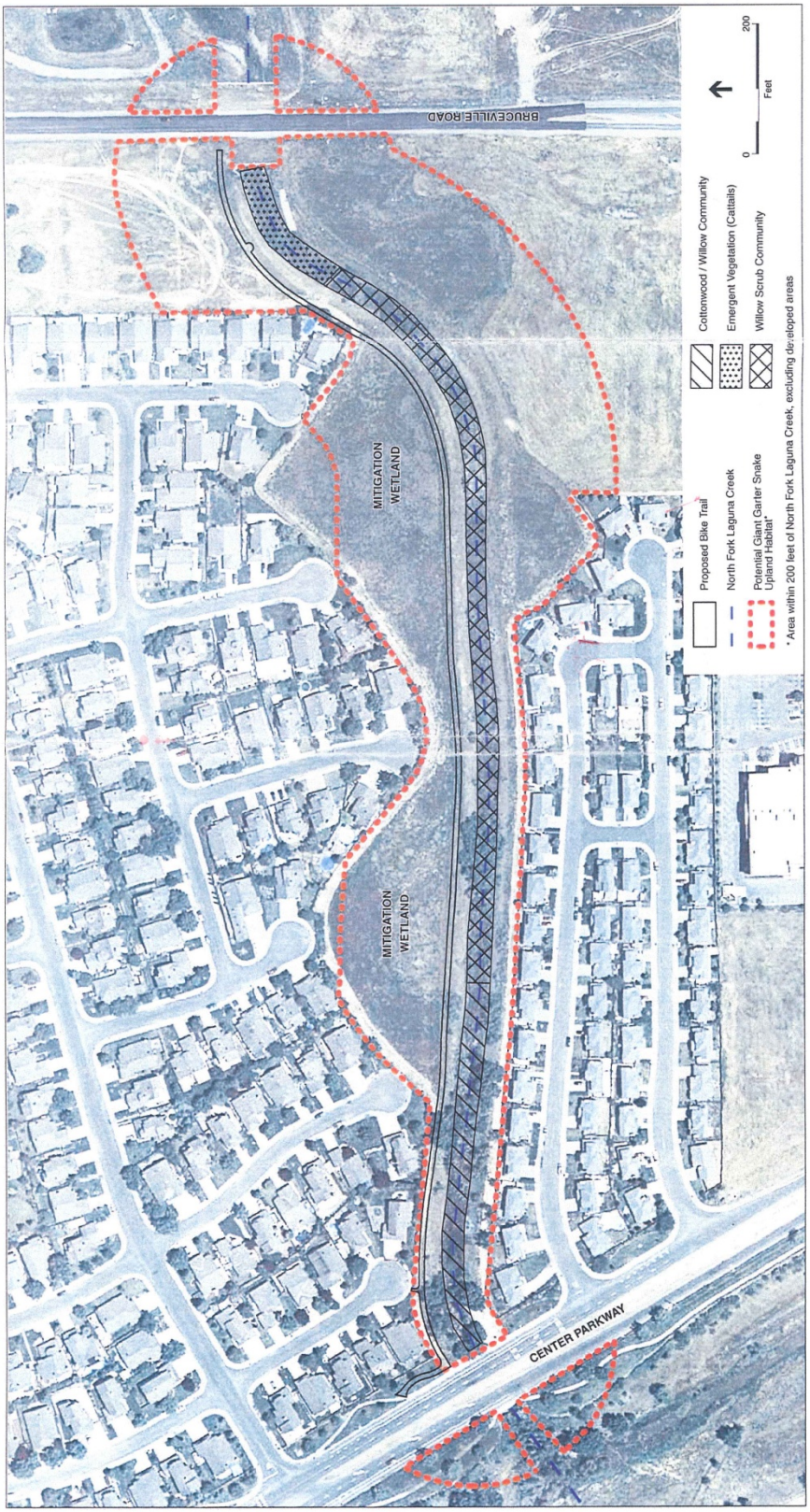
| | shall be removed. Disturbed areas that are not developed with permanent project improvements shall be restored to their pre-project conditions. All snake habitat areas subject to temporary ground disturbances, including storage or staging areas and temporary roadways or paths, shall be restored. Such areas shall be re-contoured, if appropriate, and re-vegetated with appropriate locally-collected native plant species to promote restoration to pre-project conditions. Refer to USFWS *Guidelines for the Restoration and/or Replacement of Giant Garter Snake Habitat (USFWS 1997).* A written report regarding restoration and project site conditions shall be submitted to the USFWS and City of Sacramento Community Development Department, Attention Mitigation Monitoring, within ten working days of the completion of construction at the project site.<br><br>**Bio 5 -** Prior to the issuance of grading permits or any ground disturbing activities, the project applicant shall retain a qualified biologist to conduct a pre-construction burrowing owl survey. The survey shall be conducted in accordance with the guidelines set forth in the California Burrowing Owl Consortium's April 1993 Burrowing Owl Survey Protocol and Mitigation Guidelines, and shall be conducted no more than 14 days prior to ground disturbing activity.<br><br>If no suitable burrows are found, no further mitigation is required. If suitable burrows are found, but no owls are found, all burrows shall be hand-excavated and collapsed prior to any ground disturbing activity. If nesting owls are found, buffers shall be established and no disturbance shall be allowed within 160-feet of the active nest burrow during the nesting season (i.e., between February 1 and August 21).<br><br>Outside the nesting season, and/or upon confirmation by the qualified biologist, in consultation with CDFG, that all young have fledged and left an active nest, burrowing owls present in the burrow shall be excluded from the burrow(s) by a qualified biologist through a passive relocation as outlined in the California Burrowing Owl Consortium's April 1993 Burrowing Owl Survey Protocol and Mitigation Guidelines. Once the burrows have been cleared, they shall be hand-excavated and collapsed prior to ground disturbing activity.<br><br>**Bio 6 -** In order to ensure no impacts to bed, bank or channel of Laguna Creek, the project applicant shall | | |

| Environmental Resource | Mitigation Measure | Responsible Entity | Compliance Milestone / Confirm Complete |
|---|---|---|---|
| | establish a minimum 50-foot setback from the creek and utilize best management practices during construction, including but not limited to the installation and maintenance of silt fencing at the 50 foot setback. If the proposed project affects the bed, bank, or channel of the feature, permitting from the Army Corp of Engineers shall be required under Section 404 of the Clean Water Act. Permitting from the California Department of Fish and Game under Sections 1600-1607 of the California Fish and Game Code shall be required in such event. | | |
| **Cultural Resources** | **Cultural Resources 1**<br><br>1. The applicant shall hire a qualified archaeologist to conduct a records search for the project site, including a search of the North Central Information System at CSU Sacramento. The qualified archaeologist shall provide recommendations for mitigation should any resource be identified on the project site by the records search. Prior to issuance of grading permits, the applicant shall provide proof that the records search has been performed and that any cultural resources identified on the project site have been mitigated according to the recommendations of the qualified archaeologist.<br><br>2. In the event that any prehistoric subsurface archeological features or deposits, including locally darkened soil ("midden"), that could conceal cultural deposits, animal bone, obsidian and/or mortars are discovered during construction-related earth-moving activities, all work within 50 meters of the resources shall be halted, and the City shall consult with a qualified archeologist to assess the significance of the find. Archeological test excavations shall be conducted by a qualified archeologist to aid in determining the nature and integrity of the find. If the find is determined to be significant by the qualified archeologist, representatives of the City and the qualified archeologist shall coordinate to determine the appropriate course of action. All significant cultural materials recovered shall be subject to scientific analysis and professional museum curation. In addition, a report shall be prepared by the qualified archeologist according to current professional standards.<br><br>3. If a Native American site is discovered, the | City of Sacramento-Community Development Department;<br><br>Native American Heritage Commission | **Prior to issuance of any grading or building permit**: The Community Development Department shall assure that measures are identified on construction plans and specifications, and will inspect in the field and on complaint basis for compliance. |

| Environmental Resource | Mitigation Measure | Responsible Entity | Compliance Milestone / Confirm Complete |
|---|---|---|---|
| | evaluation process shall include consultation with the appropriate Native American representatives.<br><br>If Native American archeological, ethnographic, or spiritual resources are involved, all identification and treatment shall be conducted by qualified archeologists, who are certified by the Society of Professional Archeologists (SOPA) and/or meet the federal standards as stated in the Code of Federal Regulations (36 CFR 61), and Native American representatives, who are approved by the local Native American community as scholars of the cultural traditions.<br><br>In the event that no such Native American is available, persons who represent tribal governments and/or organizations in the locale in which resources could be affected shall be consulted. If historic archeological sites are involved, all identified treatment is to be carried out by qualified historical archeologists, who shall meet either Register of Professional Archeologists (RPA), or 36 CFR 61 requirements.<br><br>4. If a human bone or bone of unknown origin is found during construction, all work shall stop in the vicinity of the find, and the County Coroner shall be contacted immediately. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission, who shall notify the person most likely believed to be a descendant. The most likely descendant shall work with the contractor to develop a program for re-internment of the human remains and any associated artifacts. No additional work is to take place within the immediate vicinity of the find until the identified appropriate actions have taken place. | | |
| **Hazards** | **Hazards 1**<br><br>1. Laboratory analysis of all debris removed from the site for asbestos shall be required prior to landfill acceptance.<br><br>2. Existing water wells shall, if removed from service, be properly abandoned in accordance with the County of Sacramento, Environmental Management Department, Water Protection Division regulations. If the wells have previously been abandoned, verification from the County of Sacramento, Environmental Management Department, Water | City of Sacramento-Community Development Department;<br><br>County of Sacramento, Environment-al Management | **Prior to issuance of any grading or building permit**: The Community Development Department shall assure that measures are identified on |

| Environmental Resource | Mitigation Measure | Responsible Entity | Compliance Milestone / Confirm Complete |
|---|---|---|---|
| | Protection Division shall be required as a condition of approval prior to grading permits from the City of Sacramento. | Department, Water Protection Division | construction plans and specifications and will inspect in the field and on complaint basis for compliance. |
| **Noise** | **Noise 1**<br><br>1. A noise barrier shall be constructed with solid construction, such as masonry or stucco, with no gaps or holes that would compromise noise insulation performance along the eastern property line of the proposed project. The noise barrier shall be 8 feet high above building pad elevations north of Damascas Drive, on the eastern side of lots 1 through 10 and south of Damascas Drive, on the eastern side of lots 37 through 49.<br><br>2. The noise barrier at lots 10 and 37 shall extend from the rear lot line to the front of the house façade.<br><br>**Noise 2**<br><br>1. Exterior facades facing Bruceville Road shall be finished with stucco or brick siding.<br><br>2. Air conditioning or other suitable mechanical ventilation shall be provided to the homes to allow residents to close windows for the desired acoustical isolation. | City of Sacramento-Community Development Department | Prior to Certificate of Occupancy: The Community Development Department will review site to confirm completion of improvements. |




SOURCE: City of Sacramento; and ESA, 2004

North Laguna Creek Wildlife Area Bike Trail . 204038

**Figure 4-1**
Vegetation Communities and Wildlife Habitat in the Project Area

Attachment 5 – General Plan Amendment

# RESOLUTION NO.

Adopted by **the Sacramento** City Council

**AMENDING THE 2030 GENERAL PLAN LAND USE AND URBAN FORM DIAGRAM DESIGNATION FROM SUBURBAN NEIGHBORHOOD HIGH DENSITY TO SUBURBAN NEIGHBORHOOD MEDIUM DENSITY (P06-134)(APN: 117-0221-017, 018, 021, 027, and 028)**

## BACKGROUND

A. On March 3, 2009, Council adopted the 2030 General Plan (Resolution No. 2009-131).

B. On February 10, 2011 the City Planning Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve the proposed amendment to the 2030 General Plan Land Use and Urban Form Diagram.

C. On _____, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 17.200.010(C)(1)(a) and received and considered evidence concerning the Bruceville American Dream project.

## BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:

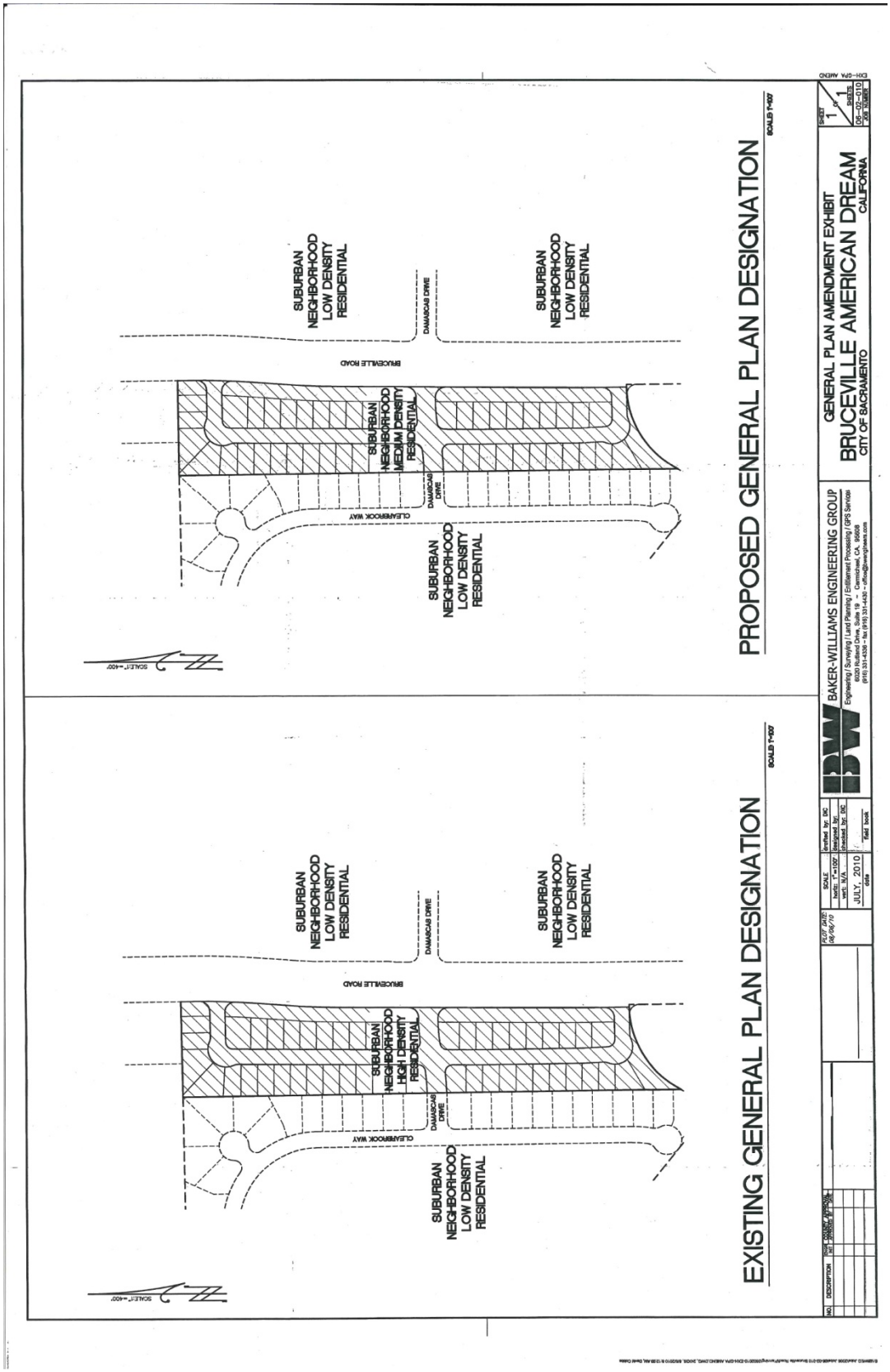
Section 1. Based on the verbal and documentary evidence received at the hearing, the City Council approves the 2030 General Plan Land Use and Urban Form Diagram Amendment as follows:

A. Environmental Determination: Mitigated Negative Declaration

B. The 2030 General Plan Land Use and Urban Form Diagram Amendment is approved as set forth in Exhibit A.

C. Exhibit A is part of this Resolution.

Exhibit A – General Plan Amendment



Attachment 6 - Inclusionary Housing Plan Resolution

**RESOLUTION NO.**

ADOPTED BY THE SACRAMENTO CITY COUNCIL

**ADOPTING THE INCLUSIONARY HOUSING PLAN FOR THE BRUCEVILLE AMERICAN DREAM PROJECT (P06-134)**

**BACKGROUND**

A. The Mixed Income Housing Policy, adopted in the City of Sacramento Housing Element and required by the City's Mixed Income Housing Ordinance, requires that ten percent of the units in a residential project be affordable to very low income households and five percent to low income households;

B. The City Council conducted a public hearing on _____ concerning the above Inclusionary Housing Plan, and based on documentary and oral evidence submitted at the public hearing, the Council hereby finds:

The proposed Plan is consistent with Chapter 17.190 of the City Code which requires an Inclusionary Housing Plan setting forth the number, unit mix, location, structure type, affordability and phasing of the Inclusionary Units in the residential development;

**BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:**

Section 1. The City Council adopts the Inclusionary Housing Plan for the Bruceville American Dream Project, attached hereto as Exhibit A.

**Table of Contents:**

Exhibit A: Inclusionary Housing Plan

Exhibit A – Inclusionary Housing Plan

Inclusionary Housing Plan #2
Standard low income on site for sale
June 22, 2007

**Inclusionary Housing Plan**
**Single Family Ownership Project**
**Residential Project is ≤ 5 acres**

| | |
|---|---|
| **Project Name:** | **Bruceville American Dream** |
| **Project Location** | **Bruceville Road at Damascas Drive** |
| **Developer Name** | **John Mourier Construction** |
| **Developer Address And Phone Number** | **1430 Blue Oaks Boulevard Roseville, CA 95747** |
| **Gross Acreage** | **5 acres** |
| **Number of Units** | **49** |

**Mixed Income Housing Policy**

The Project site is located in a new growth area and thus is subject to the City's Mixed Income Housing Policy. The Mixed Income Housing Policy adopted in the City of Sacramento Housing Element and required by the City's Mixed Income Housing Ordinance, City of Sacramento City Code Chapter 17.190.030 (B)(1) requires that 10 percent (10%) of the total units in a Residential Project be affordable to very low income households and five percent (5%) for low income households (the "Inclusionary Requirement" and "Inclusionary Units").

Because this project consists of fewer than 5.0 gross acres, Section 17.190.030 (B)(2) provides that the entire inclusionary housing component for an exclusively single family development may consist of Inclusionary Units that may be affordable and sold to low income households.

Pursuant to the City Code Section 17.190.110 (B), an Inclusionary Housing Plan ("Plan") must be approved prior to or concurrent with the approval of legislative, or as applicable in this case, adjudicative entitlements for the Project. City Code Section 17.190.110 (A) sets forth the number, unit mix, location, structure type, affordability and phasing of the Inclusionary Units in the Project. This document constitutes the Plan, and, as supplemented and amended from time to time, is intended to begin implementation of the Inclusionary Requirement for the Project. All future approvals for the Project shall be consistent with this Inclusionary Housing Plan.

Inclusionary Housing Plan #2
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The Inclusionary Requirement for the Project will be set forth in more detail in the Inclusionary Housing Agreement executed by the Developer and the Sacramento Housing and Redevelopment Agency ("SHRA") and recorded against all the residential land in the Project. The Inclusionary Housing Agreement shall be executed and recorded no later than the approval of the final map for the subdivision. The Inclusionary Housing Agreement will describe with particularity the site and building schematics and financial arrangements for the construction and financing of the Inclusionary Units, pursuant Section 17.190.110(C). The Inclusionary Housing Agreement shall be consistent with this Plan.

**Number of Inclusionary Units**

The Developer, or its successors and assignees, shall construct or cause to be constructed a number of dwelling units affordable to Low Income Households ("Low Income Units") as defined in the Sacramento City Code Section 17.190.020, equal to 15 percent (15%) of the total number of housing units approved for the Residential Project... Based on the current Project proposal, the Inclusionary Requirement for the Project is presented in the table below.

Table 1: Inclusionary Units

| | |
|---|---|
| Total Number of Units within the Project | 49 |
| Low Income Units (15% of units) | 7 |
| Total Number of Inclusionary Units | 7 |

If the Project approvals are amended to increase the number of units in the Project, this Plan will be amended to reflect a number of equal to 15 percent (15%) of the increased total residential units in the amended entitlements. If the Project approvals are amended to decrease the number of residential units in the Project, this Plan will be amended to reflect a number equal to 15 percent (15%) for the decreased total residential units in the amended entitlements. However, after a building permit has been issued for a structure to contain Inclusionary Units, those Units will be constructed and maintained as Inclusionary Units pursuant to the terms of Chapter 17.190 of the City Code regardless of any subsequent reduction in the number of approved total residential units in the Project.

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**Location of Inclusionary Units within the Project**

The inclusionary units shall be dispersed and geographically distributed throughout the Project. The unit mix by bedroom counts and unit sizes of the inclusionary units will be proportional to the bedroom counts and unit sizes of the non-inclusionary market rate units. The unit mix and sizes for this Project is presented in the table below.

Table 2: Unit mix, lot or unit numbers, and size of inclusionary units

| Number of Inclusionary Units | Level of Affordability | Lot or Unit Numbers | Number of Bedrooms | Square Footage |
|---|---|---|---|---|
| 1 | Low Income | 3 | 3 | 1200 |
| 2 | Low Income | 7 | 3 | 1200 |
| 3 | Low Income | 11 | 3 | 1200 |
| 4 | Low Income | 18 | 3 | 1200 |
| 5 | Low Income | 27 | 3 | 1200 |
| 6 | Low Income | 31 | 3 | 1200 |
| 7 | Low Income | 49 | 3 | 1200 |

**Affordability Requirements**

Sale and occupancy of the Inclusionary Units shall be restricted to households with incomes, at the time of initial occupancy, that do not exceed 80 percent (80%) of the median income for Low Income households and shall be consistent with the SHRA guidelines. Median income figures are those published annually by the United States Department of Housing and Urban Development.

The sales prices of the affordable inclusionary units will be set in accordance with the Guidelines for the Sale of Inclusionary Housing, and Section 17.190.090 of the Ordinance. As part of the Inclusionary Housing Agreement, SHRA will provide the Developer with a schedule of maximum sales prices affordable to income ranges.

Sales prices of units will be outlined in the Inclusionary Housing Agreement. The units will be sold initially at an affordable housing price to a low or very low income first time home buyer. The affordable price is calculated where the homebuyer provides a five percent (5%) down payment and does not pay more than thirty-five percent (35%) of gross monthly income on mortgage principal and interest, taxes, assessments, and insurance. An SHRA 30-year note will govern the home's resale, allowing SHRA to refer an income-eligible buyer after notification of the owner's intent to sell. If an income-eligible purchaser is not found, the home may be resold on the open market, provided that SHRA recaptures the difference between the home's market value and its affordable housing price as well as any other City or SHRA contributions. The owner occupant may receive his or her initial

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equity in the home and a portion of the home's appreciated value. The terms of this arrangement will be outlined in the Inclusionary Housing Agreement between SHRA and the Developer in accordance with the Guidelines for the Sale of Inclusionary Housing.

**Phasing of Development of the Inclusionary Units**

The Inclusionary Units shall be developed concurrently with the development of the remaining units in the Project, as defined in Sacramento City Code Section 17.190.020. The nature of the concurrency is defined by a series of linkages between approvals of the market rate units and the development of the Inclusionary Units.

**Market Rate Housing/Inclusionary Unit Linkages**

The following describes the relationship of market rate development activity to the activity of inclusionary unit development activity. The milestones outlined below are to ensure that the development of affordable units occurs concurrently with the development of market rate units.

- The Inclusionary Housing Plan shall be approved concurrently with the approval of the Project's tentative map.
- The Inclusionary Housing Agreement shall be executed and recorded concurrently with the recordation of the Project's final map.
- No more than 50 percent (50%) of the building permits for market rate residential units may be pulled prior to the issuance of 100 percent (100%) of the building permits for the inclusionary residential units.
- Marketing of the inclusionary units within the Project shall occur concurrently with the marketing of market rate units.

**Fee Reductions**

The City of Sacramento may provide $1,000 in fee reductions for obligated low income inclusionary housing. Reductions depend on the availability of funding at the time of recordation of the Inclusionary Housing Agreement. The Planning Director shall approve fee reductions and approvals are valid for 18 months after the recordation of the Inclusionary Housing Agreement.

☒ I am requesting for the fee reductions in the amount of $7,000 as follows:

| Units | Income Affordability | Fee Reduction per Unit | Total Fee Reduction |
|---|---|---|---|
| 7 | Low income | $1,000 | $7,000 |

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**Amendment and Administration of the Inclusionary Housing Plan**

The Planning Director, with the advice of the Executive Director of SHRA, shall administer this Inclusionary Housing Plan. The Planning Director may make minor administrative amendments to the text of this Plan as provided in Sacramento City Code Section 17.190.110(B) (1).

Minor amendments include modifications in total number and location of units and the unit size and mix necessary to reflect changes in the design of the underlying development project, including changes in unit size, on-site location and other similar changes. Recordation of an amendment will not be required to be recorded against the entire project.

Major amendments must be approved by the Planning Commission and will be recorded against the entire project. These amendments include changing lot numbers of the inclusionary units and modification of the inclusionary units from ownership to rental.

**Developer Acknowledgement**

I attest that I have prepared this Inclusionary Housing Plan to comply with the Mixed Income Housing Ordinance cited above and that all information provided is accurate and complete to the best of my knowledge. Except for project-specific information requested in the template, I have not modified the language provided in the City-provided template.

Developer Signature _____ Date 9.1.2010

Attachment 7 – PUD Schematic Plan and Guidelines Amendment

**RESOLUTION NO.**

Adopted by the Sacramento City Council

**AMENDING THE LAGUNA MEADOWS PLANNED UNIT DEVELOPMENT (PUD) SCHEMATIC PLAN AND DESIGN GUIDELINES FOR THE BRUCEVILLE AMERICAN DREAM PROJECT (P06-134)**

**BACKGROUND**

**A.** On February 10, 2011, the Planning Commission conducted a public hearing on, and forwarded to the City Council the Bruceville American Dream Project; and

**B.** On _____, the City Council conducted a public hearing, for which notice was given pursuant to Sacramento City Code sections 17.180.050(D), and received and considered evidence concerning the Bruceville American Dream Project.

**BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:**

Section 1 Based on the verbal and documentary evidence received at the hearing on the Bruceville American Dream Project, the City Council approves the Laguna Meadows Schematic Plan Amendment and Laguna Meadows Guidelines Amendment for the Bruceville American Dream Project.

Section 2 The City Council approves the amended Laguna Meadows PUD Schematic Plan and Development Guidelines based on the following Findings of Fact:

1. The PUD amendment conforms to the General Plan and the South Sacramento Community Plan; and

2. The PUD amendments meet the purposes and criteria stated in the City Zoning Ordinance in that the PUD facilitates the construction of new single-family homes on a site designated for residential construction; and

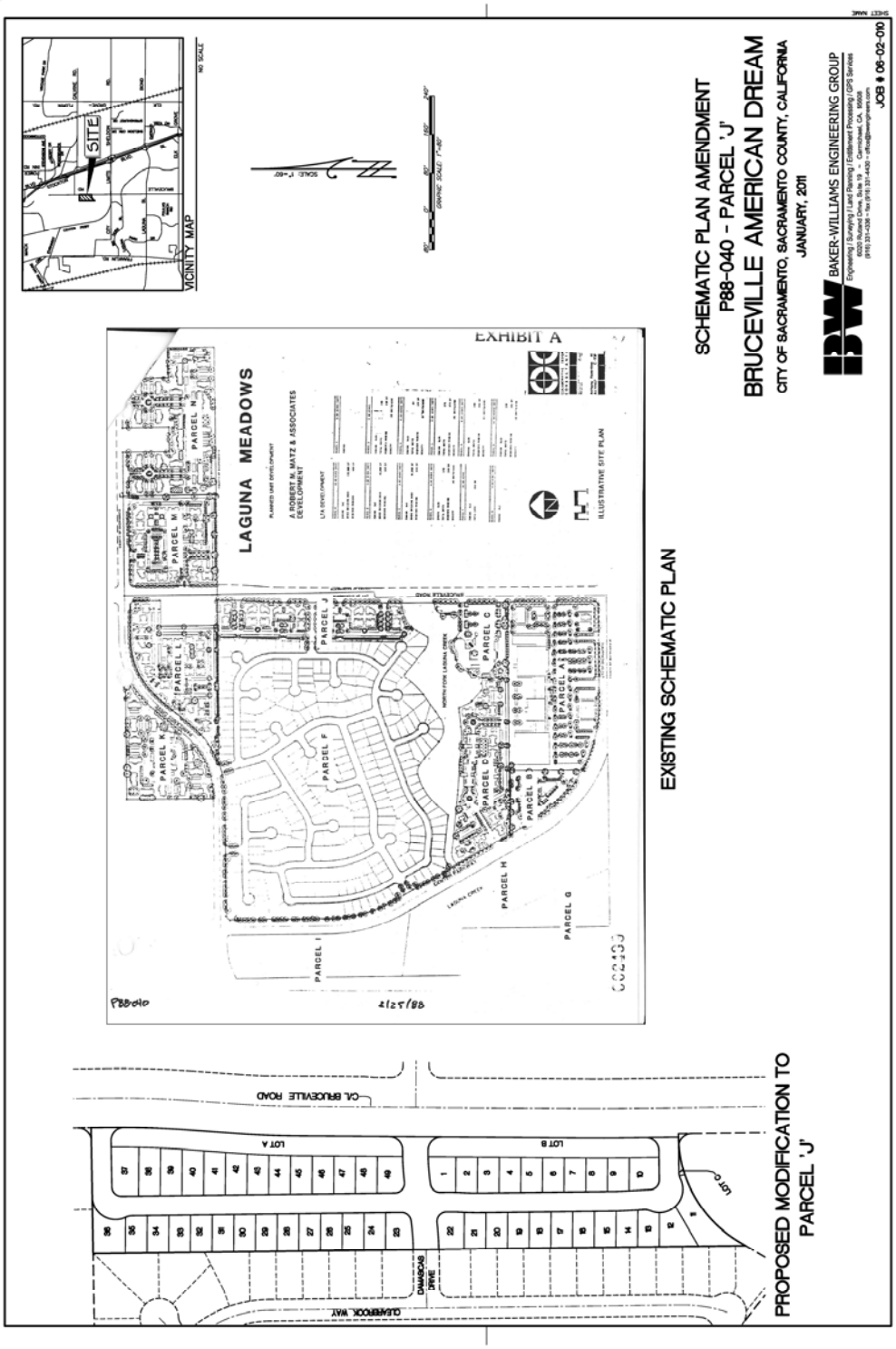
3. The PUD Amendments will not be injurious to the public welfare, nor to other property in the vicinity of the development and will be in harmony with the general purposes and intent of the Zoning Ordinance in that the PUD ensures that development will be well-designed, and that the residential uses will not create a negative impact on adjacent uses.

Section 3 The Schematic Plan and Development Guidelines for the Laguna Meadows PUD are amended as attached hereto as Exhibit A and Exhibit B, respectively, subject to the following Condition of Approval:

1. Development of the site Site shall adhere to the amended Schematic Plan and PUD Guidelines. Modifications to the project shall require additional review and may require further amendments of the PUD Schematic Plan and Guidelines.

Exhibit A: Laguna Meadows Amended PUD Schematic Land Use Plan
Exhibit B: Laguna Meadows PUD Guidelines Amendment

Exhibit A – Schematic Plan Amendment



b. Procedures for Approval

Prior to issuance of Special Permits, additional subdivision maps or other planning entitlements, and necessary permanent off-site improvements are to be substantially complete to the satisfaction of the ~~Public Works Director~~ Department of Transportation Director. Sites designated for single-family residential on the approved schematic plan (Sites F ~~and,~~ N, and J) shall be ~~exempt from Special Permit Review~~ subject to review in accordance with section 17.180 of the Zoning Code (Planned Unit Developments). A tentative Map shall be required for the development of these sites. Pay Parkland Dedication fees at time of further subdivision for single family residential lots and at time of building permits for multifamily residential. Development of the remaining sites in the Laguna Meadows PUD are subject to ~~Special Permit approval by the City Planning Commission~~ review in accordance with section 17.180 of the Zoning Code (Planned Unit Developments). ~~Special Permit~~ Development plans shall be in conformance with the schematic plan approved by the City Council. Any changes to the Laguna Meadows Schematic Plan require the approval to the City Planning Commission and may require approval by the City Council in accordance with section 17.180.050 (D) of the City Code (Amendment of a PUD).

I. Building Standards – Single-Family Residential (Sites F, N, and J)

1. General Building Design

a. All new single-family units shall be compatible, in size and design, with adjacent uses

b. All new single-family homes shall conform to the Citywide Single Family Design Guidelines.

Attachment 8 – Project Resolution

# RESOLUTION NO.

Adopted by the Sacramento City Council

**ADOPTING FINDINGS OF FACT AND APPROVING THE BRUCEVILLE AMERICAN DREAM SINGLE-FAMILY RESIDENTIAL HOUSING PROJECT.**
**(P06-134) (APN: 117-0221-017, 018, 021, 027, 028)**

## BACKGROUND

A. On February 10, 2011 the City Planning Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve with conditions the Bruceville American Dream Single-Family Residential Housing Project.

B. On _____**,** the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 17.200.010(C)(2)(a), (b), and (c)(publication, posting, and mail 500'), and received and considered evidence concerning the Bruceville American Dream Single-Family Residential Housing Project.

**BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:**

Section 1. Based on the verbal and documentary evidence received at the hearing on the Bruceville American Dream Project, the City Council approves the Project entitlements based on the findings of fact and subject to the conditions of approval as set forth below.

Section 2. The City Council approves the Project entitlements based on the following findings of fact:

**A. Tentative Map**: The Tentative Map to subdivide five parcels totaling 4.2± net acres into 49 small lot single family residential parcels and two landscape lots within the Multi-Family (R-2B-PUD) zone approved based on the following findings of fact:

1. None of the conditions described in Government Code Section 66474, subsection (a) through (g), inclusive, exist with respect to the proposed subdivision as follows:

a. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the City's General Plan, all applicable community and specific plans, and Title 16 of the City Code, which is a specific plan of the City;

b. The site is physically suitable for the type of development proposed and suited for the proposed density;

c. The design of the subdivision and construction of the proposed improvements are required to mitigate for any significant impacts related to the environment.

d. The design of the subdivision and the type of improvements are not likely to cause serious public health problems;

e. The design of the subdivision and the type of improvements will not conflict with easements, acquired by the public at large, for access through or use, of, property within the proposed subdivision.

2. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the City General Plan in that it provides small-lot single-family housing compatible with adjacent uses. The proposed project also develops residential land uses in a manner that is efficient and makes use of existing infrastructure.

3. The discharge of waste from the proposed subdivision into the existing community sewer system will not result in a violation of the applicable waste discharge requirements prescribed by the California Regional Water Quality Board, Central Valley Region, in that existing treatment plants have a design capacity adequate to service the proposed subdivision (Gov. code §66474.6).

4. The design of the proposed subdivision provides, to the extent feasible, for passive or natural heating and cooling opportunities. Due to the physical limitations of the site, the houses have and east-west orientation. This orientation helps to maximize passive cooling opportunities during warmer months.

5. The City Council has considered the effect of the approval of this tentative subdivision map on the housing needs of the region and has balanced these needs against the public service needs of its residents and available fiscal and environmental resources (Gov. Code §66412.3).

**B. Special Permit**: The Special Permit for alternative housing to construct 49 single-family residences is approved based on the following findings of fact:

1. The project is based on sound principles of land use in that the proposed project has been designed to develop a vacant site and will provide new single-family ownership opportunities. The proposed project constitutes a sound land use in that the homes are compatible with the surrounding land uses which consist of both single and multi-family homes.

2. The proposed project, as conditioned, would not result in the creation of a nuisance as the proposed single family homes are compatible with the surrounding land uses. The circulation and access pattern is appropriate for the subject site. Though the proposed lots are smaller than the typical single-family lot, staff has found that the lots provide adequate private yards and setbacks.

3. Granting of the Special Permit would be consistent with the objectives of the General Plan in that it provides small-lot single-family housing compatible with adjacent uses. The proposed project also develops residential land uses in a manner that is efficient and makes use of existing infrastructure.

**Section 3.** The City Council approves the Project entitlements subject to the following conditions of approval:

**A. Tentative Map**: The Tentative Map to subdivide five parcels totaling 4.2± net acres into 49 small lot single family residential parcels and two landscape lots within the Multi-Family (R-2B-PUD) zone approved subject to the following conditions of approval:

**NOTE: These conditions shall supersede any contradictory information shown on the Tentative Map or any contradictory provisions in the PUD guidelines approved for this project (P06-134). The design of any improvement not covered by these conditions or the PUD Guidelines shall be to City standard.**

The applicant shall satisfy each of the following conditions prior to filing the Final Map unless a different time for compliance is specifically stated in these conditions. Any condition requiring an improvement that has already been designed and secured under a City Approved improvement agreement may be considered satisfied at the discretion of the Department of Transportation.

The City strongly encourages the applicant to thoroughly discuss the conditions of approval for the project with their Engineer/Land Surveyor consultants prior to City Planning Commission approval. The improvements required of a Tentative Map can be costly and are completely dependent upon the condition of the existing improvements. Careful evaluation of the potential cost of the improvements required by the City will enable the applicant to ask questions of the City prior to project approval and will result in a smoother plan check process after project approval:

**GENERAL**: All Projects

1. Pay off existing assessments, or file the necessary segregation requests and fees to segregate existing assessments;

2. Pursuant to City Code Section 16.40.190, indicate easements on the Final Map to allow for the placement of centralized mail delivery units. The specific locations for such easements shall be subject to review and approval of the Department of Transportation after consultation with the U.S. Postal Service;

3. Comply with requirements included in the Mitigation Monitoring Plan developed by, and kept on file in, the Planning Division Office (P06-134);

4. Meet all conditions of the existing PUD (P06-134) unless the condition is superseded by a Tentative Map condition;

5. Show all continuing and proposed/required easements on the Final Map;

**Department of Transportation**: Streets (Anis Ghobril, DOT, 808-5367)

6. Submit a Geotechnical Analysis prepared by a registered engineer to be used in street design. The analysis shall identify and recommend solutions for groundwater related problems, which may occur within both the subdivision lots and public right-of-way. Construct appropriate facilities to alleviate those problems. As a result of the analysis street sections shall be designed to provide for stabilized subgrades and pavement sections under high groundwater conditions;

7. Construct standard subdivision improvements as noted in these conditions pursuant to section 16.48.110 of the City Code. All improvements shall be designed and constructed to the satisfaction of the Department of Transportation. Improvements required shall be determined by the city. Any public improvement not specifically noted in these conditions or on the Tentative Map shall be designed and constructed to City standards. This shall include street lighting and the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk fronting the property along Damascas Drive per City standards to the satisfaction of the Department of Transportation;

8. The proposed internal public road shall be constructed as a 41-foot section with attached sidewalks per city standards and to the satisfaction of the Department of Transportation;

9. Dedicate sufficient right-of-way and construct Bruceville Road per City standards and to the satisfaction of the Department of Transportation. Bruceville Road shall be constructed as a 6-lane City arterial standard (121-foot R/W) with separated sidewalks and bike lanes. This shall include any needed street lights. The applicant shall relocate any existing utilities that may interfere with the construction of Bruceville Road. **NOTE**: Please check the parks condition, under the heading **Sidewalk Improvements** that describes an increase of sidewalk width from 6-feet to 8-feet ;

10. Dedicate sufficient right-of-way (If needed) and construct Damascas Drive with full frontage improvements per City standards and to the satisfaction of the Department of Transportation. The construction of Damascas drive shall match existing improvements;

11. Provide additional right-of-way for expanded intersections at signalized intersections to the satisfaction of the Department of Transportation. As part of the Bruceville Road construction, the applicant shall provide a right turn pocket (South bound to west bound) for the intersection of Bruceville Road and Damascas Drive (**matching the existing improvements on the north bound approach of said intersection**) to the satisfaction of the Department of Transportation;

12. The design and placement of walls, fences, signs and Landscaping near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height. The area of exclusion shall be determined by the Department of Transportation;

13. All right-of-way and street improvement transitions that result from changing the right-of-way of any street shall be located, designed and constructed to the satisfaction of the Department of Transportation. The center lines of such streets shall be aligned.

14. Construct A.D.A. compliant ramps at all intersections with Bruceville Road and Damascus Drive, and Bruceville Road and the newly proposed 41-foot section Road ;

15. The applicant shall make provisions for bus stops, shelters, etc. to the satisfaction of Regional Transit;

**Regional Transit**

16. Dedicate a 40-foot right-of-way for transit use on the east side of the subdivision along the west side of Bruceville Road in the form of an Irrevocable Offer of Dedication (IOD) to the satisfaction of Regional Transit;

**PUBLIC/PRIVATE UTILITIES (Yujean Kim, SMUD, 916-732-5027)**
**(Salam Khan, SASD, 916-876-6094)**

17. Dedicate a standard 12.5 foot public utility easement (PUE) for underground facilities and appurtenances adjacent to all public street right of ways; (SMUD)

18. Connection to the SASD sewer system shall be required to the satisfaction of SASD. SASD Design Standards apply to any on-site and off-site sewer construction; (SASD)

19. Each parcel with a sewage source shall have a separate connection to the SASD public sewer system. If there is more than one building in any single parcel and the parcel is not proposed for split, then each building on that parcel

shall have a separate connection to a private on-site sewer line or SASD public sewer line; (SASD)

20. Private sewer service laterals will not be permitted to connect directly to the 15-inch diameter trunk sewer line in Bruceville Road; (SASD)

21. In order to obtain sewer service, construction of SASD sewer infrastructure will be required; (SASD)

22. Sewer easements may be required. All sewer easements shall be dedicated to the District, in a form approved by the District Engineer. All District sewer easements shall be at least 20-feet in width and ensure continuous access for installation and maintenance. The District will provide maintenance only in public right-of-ways and in easements dedicated to the District; (SASD)

23. Applicant shall demonstrate adequate capacity in the existing 6-inch diameter sewer pipe in Damascus Drive or otherwise install a parallel 8-inch (min) diameter collector connecting to the sewer line in Bruceville Road; (SASD)

24. Developing this property will require payment of sewer impact fees to both SASD and SRCSD, in accordance with each District's Ordinances; (SASD)

**CITY UTILITIES (**Inthira Mendoza, Utilities Department, 808-1473)

25. A water main is required for the project. The location, design, and construction shall be to the satisfaction of the Department of Utilities (DOU). No connection is allowed to the existing 24" water main in Bruceville Road;

26. Prior to or concurrent with the submittal of improvement plans, a project specific water study shall be submitted to DOU for review and approval. The water study shall determine if the existing and proposed water distribution system is adequate to supply fire flow demands for the project;

27. A new drainage main is required for the project. The location, design and construction shall be to the satisfaction of DOU;

28. Prior to or concurrent with the submittal the of improvement plans, a drainage study is required and shall be approved by DOU. It is the responsibility of the applicant to contact the Sacramento County of Department of Water Resources (or other applicable agencies) and obtain in writing the 10-year and 100-year HGL in Jacinto Creek. This project may be required to retain some drainage onsite. If required, detention volume may be stored within oversized pipes and/or within the street section prior to overland release. The drainage system may connect to the existing public system in Bruceville Road or it may be discharged directly into Jacinto Creek. All drainage lines shall be placed with the asphalt section of public right-of-ways as per the City's Design and Procedures Manual;

29. Per City Code, the Subdivider may not develop the project in any way that obstructs, impedes, or interferes with the natural flow of existing off-site drainage that crosses the property. The project shall construct the required public and/or private infrastructure to handle off-site runoff to the satisfaction of the DOU. Sufficient off-site and on-site spot elevations shall be provided in the drainage study to determine the direction of storm drain runoff. The drainage study shall include an overland release map for the proposed project. Finished lot pad elevations shall be a minimum of 1.2 feet above the 100-year HGL and 1.5 feet above the controlling overland release. The 10-year and 100-year HGL's shall be shown on the improvement plans;

30. If a new outfall structure is required for this project, then the applicant is responsible for obtaining all local, state, and federal permits for the direct discharge into Jacinto Creek. (i.e.; Corps of Engineers, Dept. of Fish and Game, USFWS, etc.);

31. A grading plan showing existing and proposed elevations is required. Adjacent off-site topography shall also be shown to the extent necessary to determine impacts to existing surface drainage paths. No grading shall occur until the grading plan has been reviewed and approved by the DOU;

32. The applicant must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance requires the applicant to prepare erosion and sediment control plans for both during and after construction of the proposed project, prepare preliminary and final grading plans, and prepare plans to control urban runoff pollution from the project site during construction;

33. This project will disturb more than one acre of property, therefore the project is required to comply with the State "NPDES General Permit for Stormwater Discharges Associated with Construction Activity" (State Permit);

34. Post construction, stormwater quality control measures shall be incorporated into the development to minimize the increase of urban runoff pollution caused by development of the area. Only source control measures are required for this project. Improvement plans must include the source control measures selected for the site. Refer to the latest edition of the "Stormwater Quality Design Manual", dated May 2007 for appropriate source control measures;

**FIRE (King Tunson, FIRE Dept., 808-1358)**

35. All turning radii for fire access shall be designed as 35' inside and 55' outside;

36. Roads used for Fire Department access shall have an unobstructed width of not less than 20' and unobstructed vertical clearance of 13'6" or more;

37. Fire Apparatus access roads shall be designed and maintained to support the

imposed loads of fire apparatus and shall be surfaced so as to provide all-weather driving capabilities. CFC 503.2.3;

38. Provide the required fire hydrants in accordance with CFC 508 and Appendix C, Section C105;

**PPDS:** Parks (**Raymond Costantino, Park Planning & Development Services, 808-8826)**

39. **Payment of In-lieu Park Fee**: Pursuant to Sacramento City Code Chapter 16.64 (Parkland Dedication) the applicant shall pay to City an in-lieu park fee in the amount determined under SCC §§16.64.040 and 16.64.050 equal to the value of land prescribed for dedication under 16.64.030 and not satisfied by dedication. (See Advisory Note);

40. **Dedicate In Fee Title:** Pursuant to Sacramento City Code Chapter 16.64 (Parkland Dedication) the applicant shall dedicate in fee title, on the final map, the eastern most 65' of Parcel 11 located between the North Laguna Creek Wildlife Parkway to the south and the unnamed subdivision road to the north. The square footage of the dedication shall be shown on the final map and Applicant shall receive parkland dedication credit for the square footage. The Quimby in lieu fee shall be adjusted accordingly. At the time of dedication, the applicant shall confirm the net acres of the site(s) to be dedicated and shall (1) take all actions necessary to convey to and vest in the City full and clear title to Lot(s)____, including all interests necessary for maintenance and access; (2) provide a title report and title insurance insuring that clear title in fee is vested in the City at the time of dedication; (3) provide a Phase 1 environmental site assessment of Lot(s)___; (4) if the environmental site assessment identifies any physical conditions or defects in Lot(s) ___ that would interfere with its intended use as a park, as determined by PPDS in its sole discretion, applicant shall complete a supplemental assessment and remedy any such physical condition or defect, to the satisfaction of PPDS; and (5) take all actions necessary to ensure that Lot(s) ___ are free and clear of any wetland mitigation, endangered or threatened animal or plant species, sensitive habitat or other development restrictions. The applicant shall be solely responsible, and at its sole cost, for any required mitigation costs or measures associated with Lot(s) ___.;

41. **Maintenance District**: The applicant shall initiate and complete the formation of a parks maintenance district (assessment or Mello-Roos special tax district), or annex the project into an existing parks maintenance district. The applicant shall pay all city fees for formation of or annexation to a parks maintenance district. (Contact Public Improvement Financing, Special Districts Project Manager. In assessment districts, the cost of neighborhood park maintenance is equitably spread on the basis of special benefit. In special tax districts, the cost of neighborhood park maintenance is spread based upon the hearing report, which specifies the tax rate and method of apportionment.);

42. **Design Coordination for PUE's and Facilities**: If a 12.5 foot public utility easement (PUE) for underground facilities and appurtenances currently exists or is required to be dedicated adjacent to a public street right-of-way contiguous to the North Laguna Creek Wildlife Parkway or the Jacinto Creek Bike Trail, the applicant shall coordinate with PPDS and SMUD regarding the location of appurtenances within the PUE to minimize visual obstruction in relation to the park(s) and to best accommodate future park improvements. The applicant shall facilitate a meeting(s) with SMUD and PPDS prior to SMUD's facilities coordinating meeting for the project;

43. **Sidewalk Improvements**: The applicant shall construct an eight (8) foot wide concrete sidewalk along the Bruceville Road frontage, extending from the southeastern corner of the project site to the traffic light at the intersection of Bruceville Road and Damascus Drive. **To accommodate the increase in sidewalk width from 6-feet to 8-feet, the planter width in this segment shall be reduced from 7'10" to 7'4"**;

44. **Wall Adjacent to Parkway:** Provide a four (4) foot high masonry wall with two (2) foot high wrought iron top at southern boundary to Lot 11 adjoining the North Laguna Creek Wildlife Parkway, to match the adjacent subdivision located to the west or a similar design as approved by the PPDS. The wall shall be installed on the private property lines common to the public parkway. The masonry wall shall be split face block or similar material (to discourage graffiti) with decorative top cap and on-center pilasters, or as otherwise approved by PPDS;

45. **Modifications to Jacinto Creek Parkway Trailhead**: In the event that the applicant disturbs the trailhead to Jacinto Creek Bike Trail when improvements are made to Bruceville Road, the applicant will involve PPDS in the review and approval of any modifications to the trailhead. The North Laguna Creek Wildlife Parkway or Jacinto Creek Bike Trail is an existing multi-use trail that has been constructed and maintained by the City of Sacramento. It is located immediately south of the project site, adjoining Lot 11;

**MISCELLANEOUS**

46. Title to any property required to be dedicated to the City in fee shall be conveyed free and clear of all rights, restrictions, easements, impediments, encumbrances, liens, taxes, assessments or other security interests of any kind (hereafter collectively referred to as "Encumbrances"), except as provided herein. The applicant shall take all actions necessary to remove any and all Encumbrances prior to approval of the Final Map and acceptance of the dedication by City, except that the applicant shall not be required to remove Encumbrances of record, including but not limited to easements or rights-of-way for public roads or public utilities, which, in the sole and exclusive judgment of the City, cannot be removed and/or would not interfere with the City's future use of the property. The applicant shall provide title insurance with the City as the named beneficiary assuring the conveyance of such title to City;

**ADVISORY NOTES:**

The following advisory notes are informational in nature and are not a requirement of this Tentative Map:

47. If unusual amounts of bone, stone, or artifacts are uncovered, work within 50 meters of the area will cease immediately and a qualified archaeologist shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less than significant effect before construction resumes. A note shall be placed on the final improvement plans referencing this condition; (DOT)

48. Prior to design of the subject project, the DOU suggests that the applicant request a water supply test to determine what pressure and flows the surrounding public water distribution system can provide to the site. This information can then be used to assist the engineers in the design of the fire suppression systems; (DOU)

49. The proposed project is located in the Flood zone designated as **X** zone on the Federal Emergency Management Agency (FEMA) Federal Insurance Rate Maps (FIRMs) that have been revised by a Letter of Map Revision effective December 8, 2008. Within the Shaded X zone, there are no requirements to elevate or flood proof; (DOU)

50. As per City Code, the applicant will be responsible to meet his/her obligations regarding: (PARKS)

    a) Title 16, 16.64 Park Dedication / In Lieu (Quimby) Fees, due prior to approval of the final map. The Quimby fee due for this project is estimated at $289,120. This is based on forty-nine (49) single family residential units and an average land value of $330,000 per acre for the South Sacramento (South of Florin Road) Planning Area, plus an additional 20% for off-site park infrastructure improvements, less acres in land dedication. Any change in these factors will change the amount of the Quimby fee due. The final fee is calculated using factors at the time of payment.

    b) Title 18, 18.44 Park Development Impact Fee (PIF), due at the time of issuance of building permit. The Park Development Impact Fee due for this project is estimated at $254,359. This is based on forty-nine (49) single family residential units at $5,191 each. Any change in these factors will change the amount of the PIF due. The fee is calculated using factors at the time that the project is <u>submitted</u> for building permit.

    c) Community Facilities District 2002-02, Neighborhood Park Maintenance CFD Annexation.

51. Developing this property will require the payment of sewer impact fees. Impact fees for the District shall be paid prior to filing and recording the final map or issuance of Building Permits, whichever is first. Applicant should contact the Fee Quote Desk at (916) 876-6100 for sewer impact fee information; (SASD)

**B. Special Permit**: The Special Permit for alternative housing to construct 49 single-family residences is approved subject to the following conditions of approval:

**Planning:**

1. The design and construction materials of the single family residences shall be consistent with the attached plans. Modifications/Plan substitution will require additional planning review and may require the approval of additional entitlements prior to the issuance of building permits.

2. The applicant shall obtain all necessary building permits prior to construction.

3. Final landscaping plans shall be submitted to the Building Division for review and approval. The scope of the review shall include plant species selection, landscape materials, and irrigation system. The irrigation system and landscaping shall be maintained in good condition during the life of the project.

4. The applicant shall construct an 8-foot masonry sound wall on the eastern side of lots 1 through 10 and 37 through 49. This shall be a decorative wall constructed with a minimum split face concrete block. The final design for this wall shall be submitted to the Planning Department for review prior to the building permit submittal.

5. Single-story homes constructed adjacent to existing single-family homes shall provide a minimum 10-foot rear setback, two-story homes shall provide a minimum 15-foot setback.

6. House plans shall be a minimum of 1,200 square feet in size

7. Tile roofing shall be provided for all new homes

8. Architectural enhancements, as noted on the plan elevations, shall be provided for side and rear doors and windows when the rear or side elevations abut a street.

**Department of Transportation:**

9. Construct standard subdivision improvements as noted in these conditions pursuant to section 16.48.110 of the City Code. All improvements shall be designed and constructed to the satisfaction of the Department of Transportation. Improvements required shall be determined by the city. Any public improvement

not specifically noted in these conditions or on the Tentative Map shall be designed and constructed to City standards. This shall include street lighting and the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk fronting the property along Damascas Drive per City standards to the satisfaction of the Department of Transportation;

10. The proposed internal public road shall be constructed as a 41-foot section with attached sidewalks per city standards and to the satisfaction of the Department of Transportation;

11. Dedicate sufficient right-of-way and construct Bruceville Road per City standards and to the satisfaction of the Department of Transportation. Bruceville Road shall be constructed as a 6-lane City arterial standard (121-foot R/W) with separated sidewalks and bike lanes. This shall include any needed street lights. The applicant shall relocate any existing utilities that may interfere with the construction of Bruceville Road. **NOTE**: Please check the Map parks condition, under the heading **Sidewalk Improvements** that describes an increase of sidewalk width from 6-feet to 8-feet at a specific segment along Bruceville Road;

12. Dedicate sufficient right-of-way (If needed) and construct Damascas Drive with full frontage improvements per City standards and to the satisfaction of the Department of Transportation. The construction of Damascas drive shall match existing improvements;

13. Provide additional right-of-way for expanded intersections at signalized intersections to the satisfaction of the Department of Transportation. As part of the Bruceville Road construction, the applicant shall provide a right turn pocket (South bound to west bound) for the intersection of Bruceville Road and Damascas Drive (**matching the existing improvements on the north bound approach of said intersection**) to the satisfaction of the Department of Transportation;

14. The design and placement of walls, fences, signs and Landscaping near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height. The area of exclusion shall be determined by the Department of Transportation;

15. All right-of-way and street improvement transitions that result from changing the right-of-way of any street shall be located, designed and constructed to the satisfaction of the Department of Transportation. The center lines of such streets shall be aligned;

16. Construct A.D.A. compliant ramps at all intersections with Bruceville Road and Damascus Drive, and Bruceville Road and the newly proposed 41-foot section

Road;

17. The applicant shall record the Final Map, which creates the lot pattern shown on the proposed site plan prior to obtaining any Building Permits;

Table of Contents:

Exhibit A: Tentative Map
Exhibit B: Site Plan
Exhibit C: House Plans

Exhibit A – Tentative Map

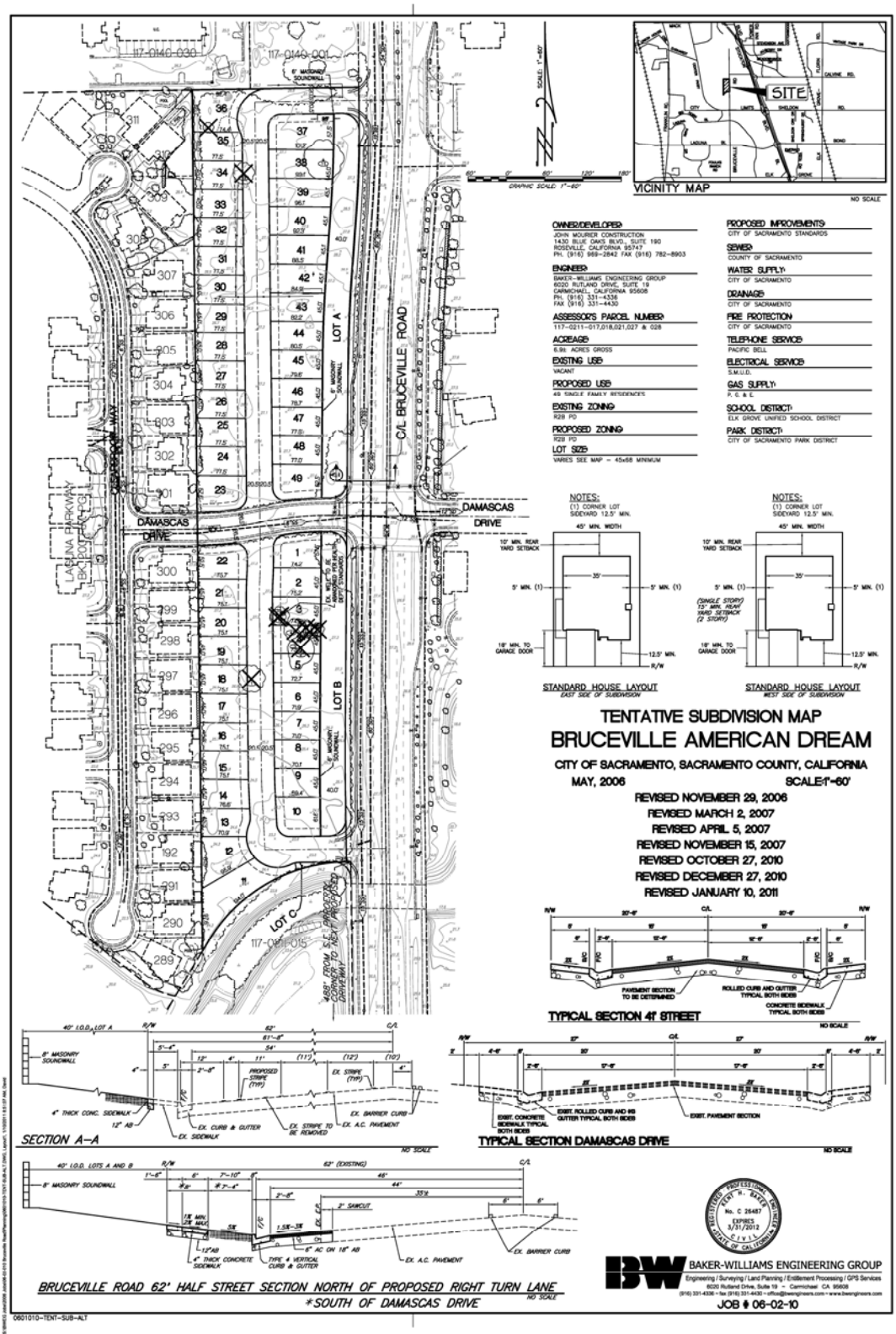


Exhibit B – Site Plan

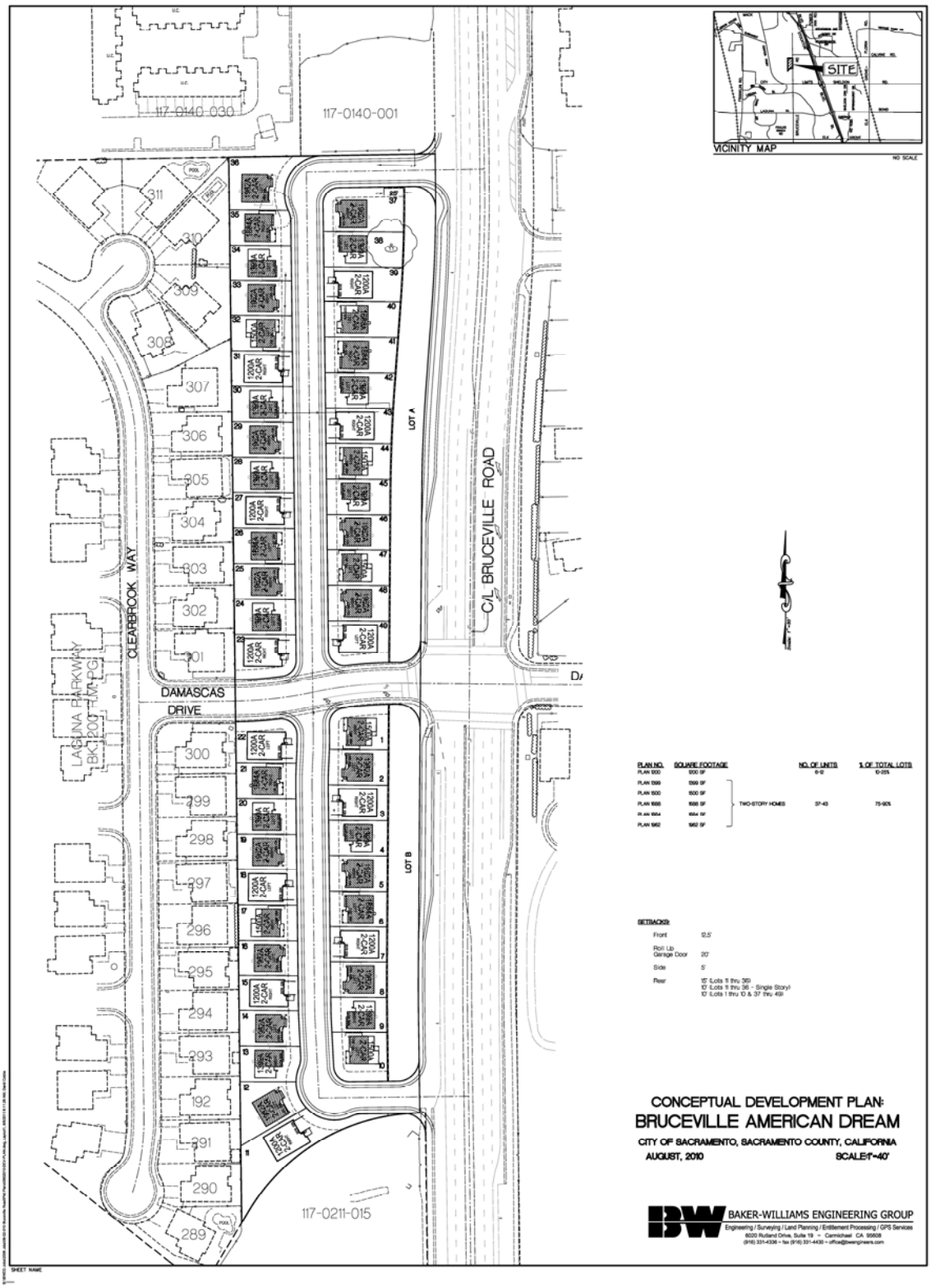
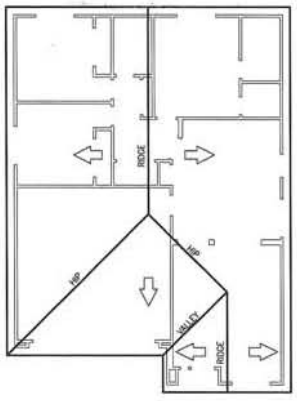


Exhibit C - House Plans

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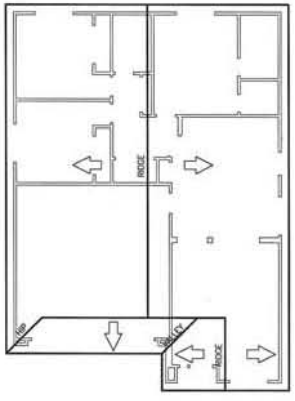


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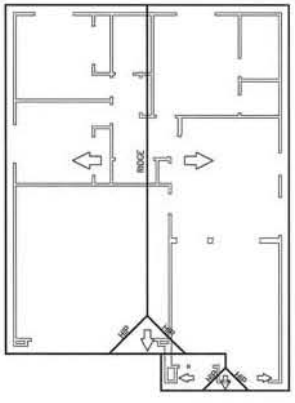


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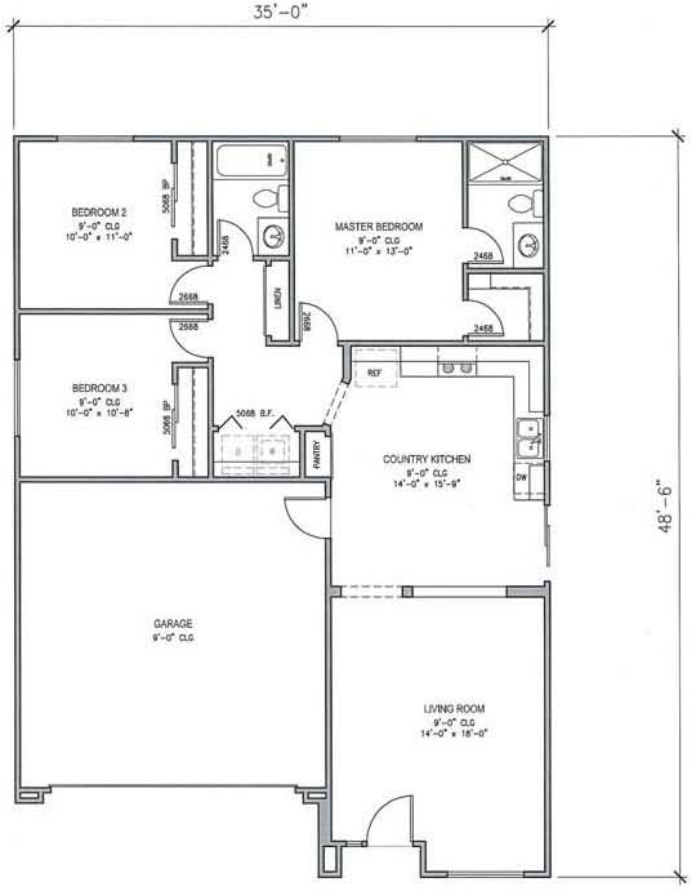
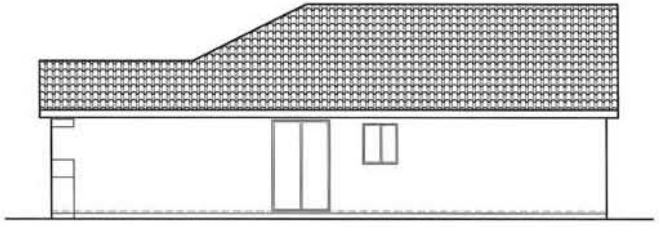



FIRST FLOOR PLAN "A"

PLAN 1200

JMC HOMES

John Mourier Construction Inc.
Roseville, California



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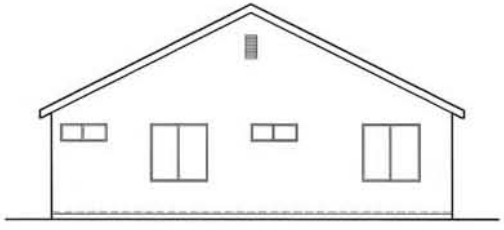

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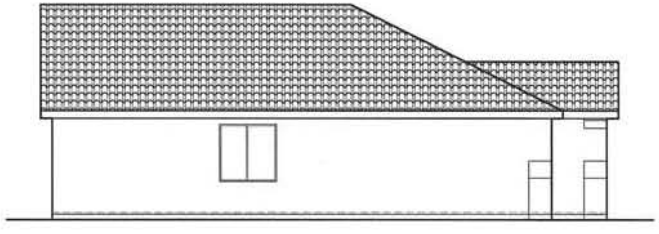

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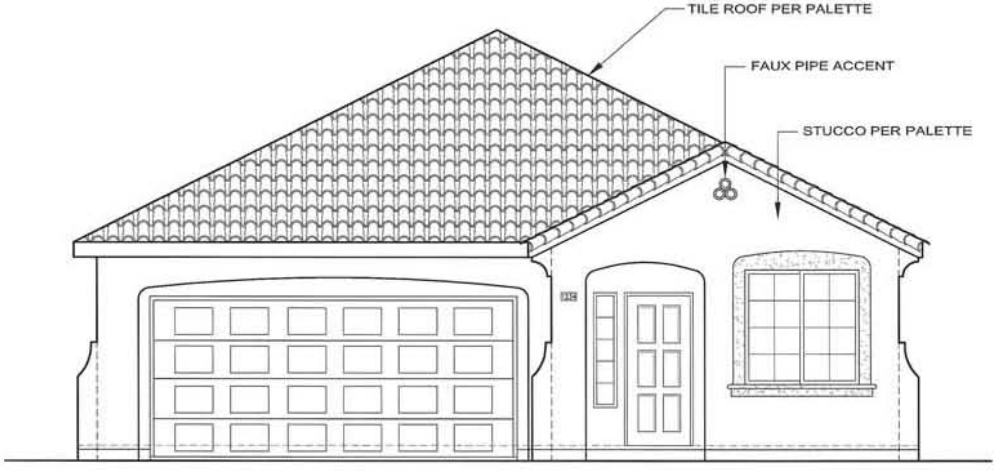
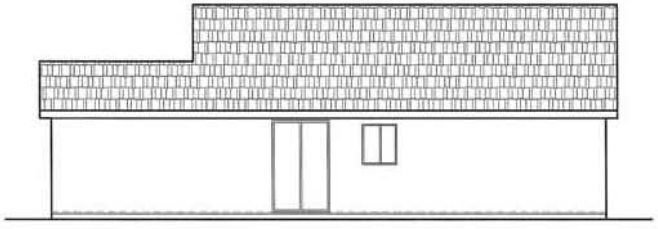



FRONT ELEVATION "A"

PLAN 1200

JMC HOMES

John Mourier Construction Inc.
Roseville, California



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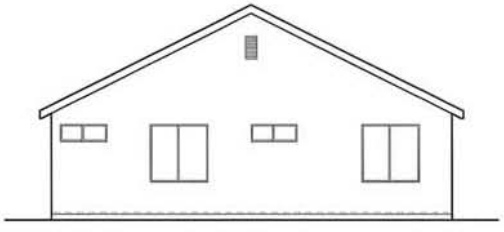

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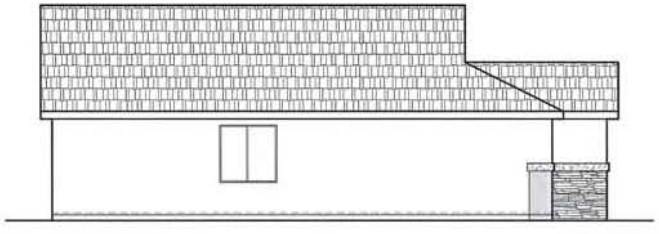

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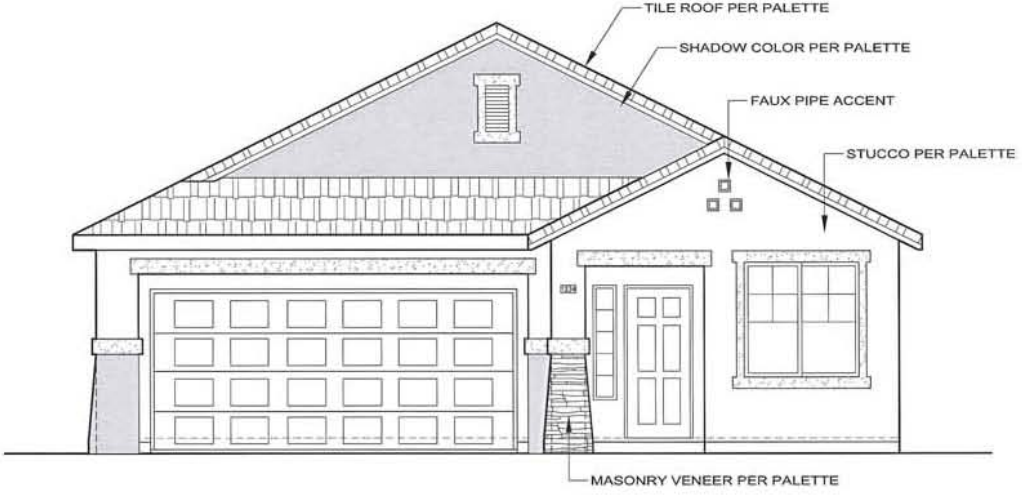
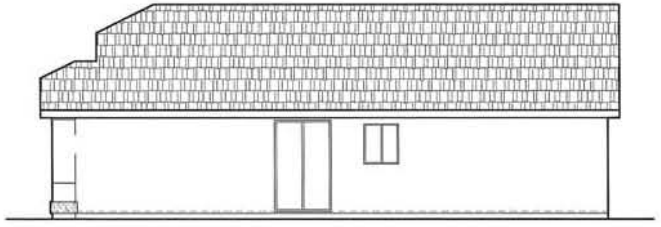



FRONT ELEVATION "B"

PLAN 1200

JMC HOMES

John Mourier Construction Inc.
Roseville, California



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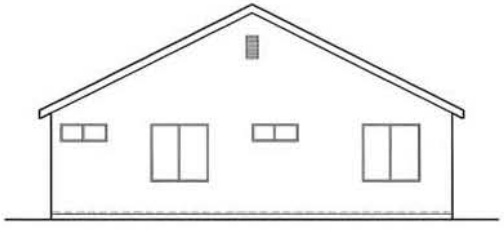

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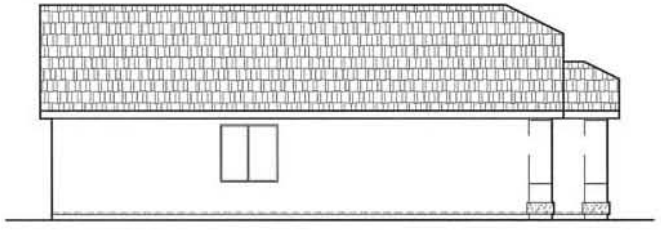


LEFT ELEVATION "C"

FRONT ELEVATION "C"

PLAN 1200

JMC HOMES

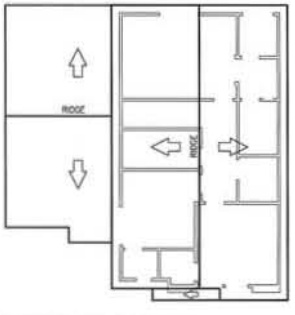
John Mourier Construction Inc.
Roseville, California

# Bruceville - Plan 1200 -A

# Bruceville - Plan 1200 -B

# Bruceville - Plan 1200 -C

ROOF PLAN "A"

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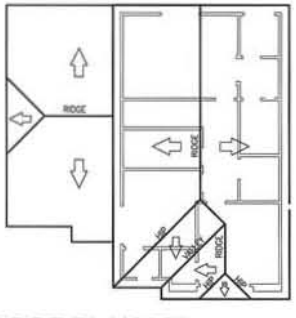


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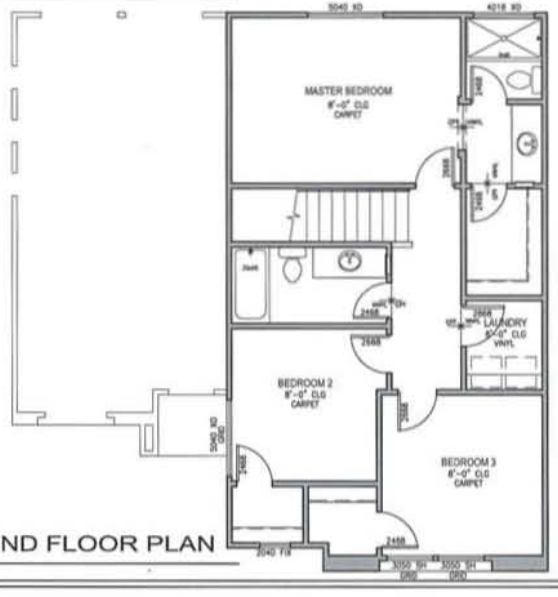
FIRST FLOOR PLAN

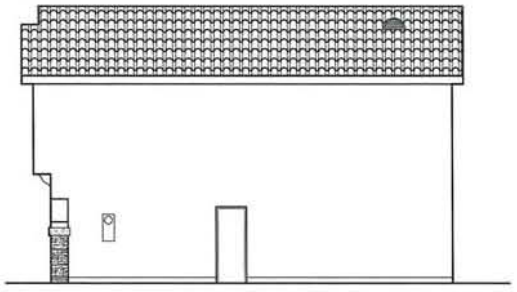



SECOND FLOOR PLAN

PLAN 1399

JMC HOMES

John Mourier Construction Inc.
Roseville, California



RIGHT ELEVATION "A"

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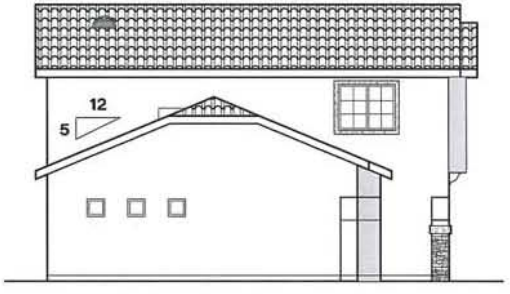
FRONT ELEVATION "A"

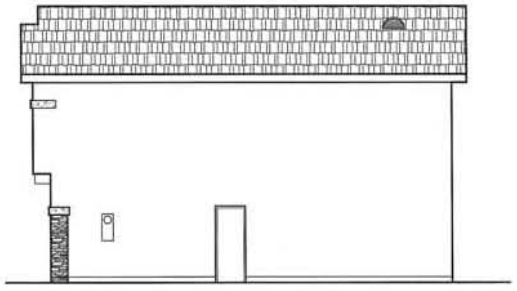



LEFT ELEVATION "A"

PLAN 1399

JMC HOMES

John Mourier Construction Inc.
Roseville, California



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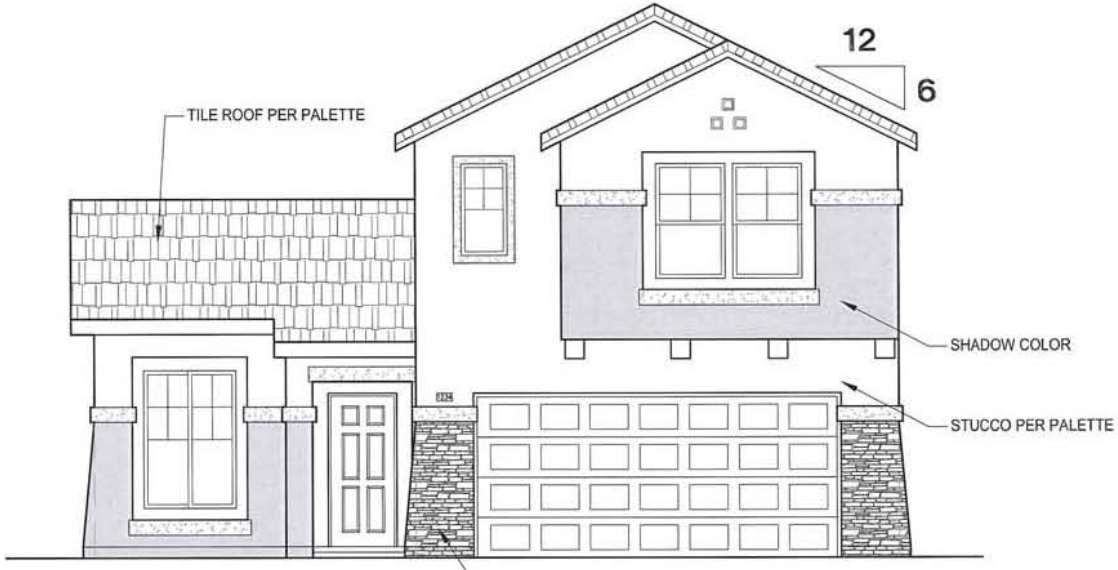


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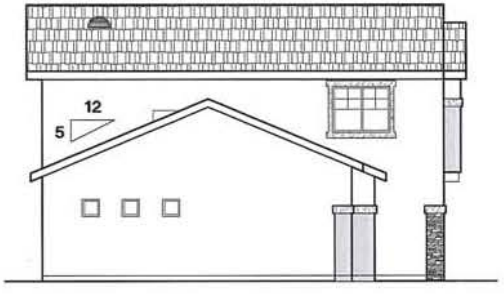


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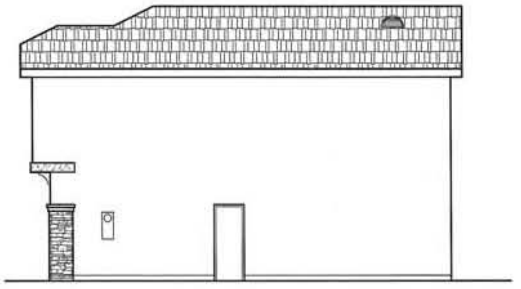
JMC HOMES

John Mourier Construction Inc.
Roseville, California



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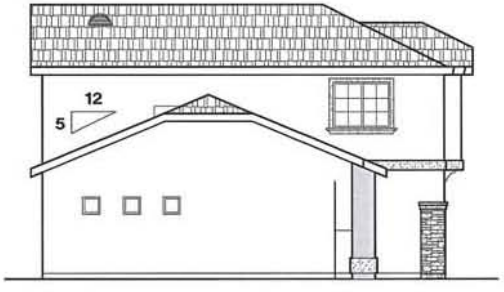


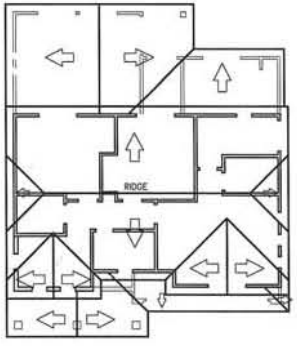

LEFT ELEVATION "C"

PLAN 1399

JMC HOMES

John Mourier Construction Inc.
Roseville, California

1899C 17

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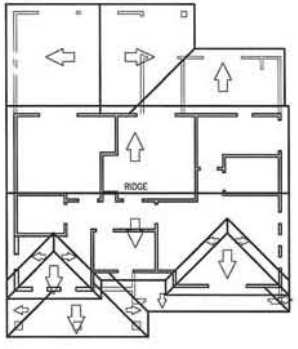


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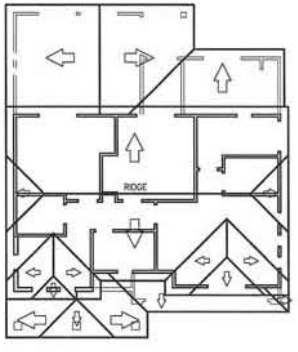


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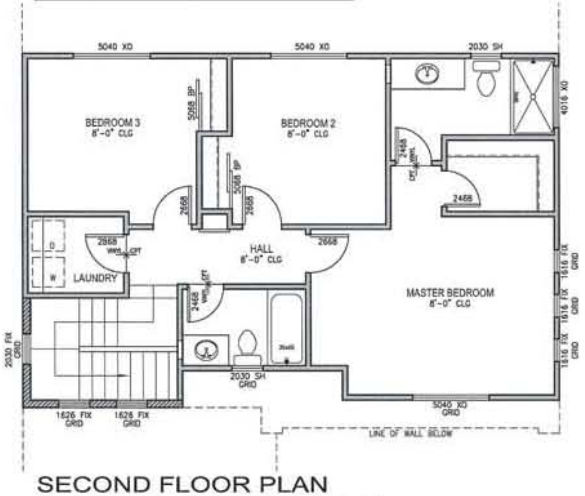
FIRST FLOOR PLAN

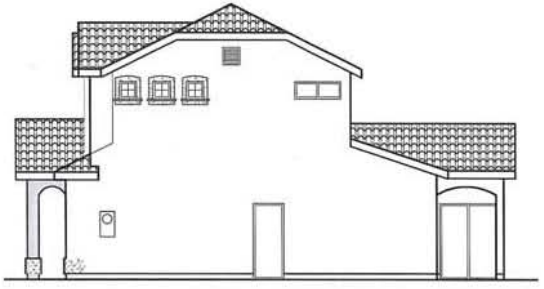



SECOND FLOOR PLAN

PLAN 1500

JMC HOMES

John Mourier Construction Inc.
Roseville, California



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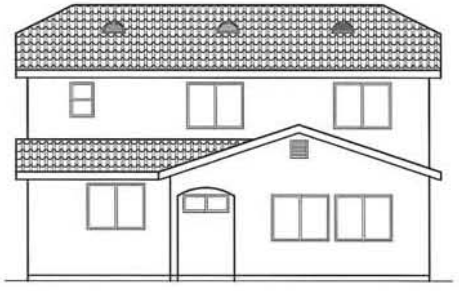

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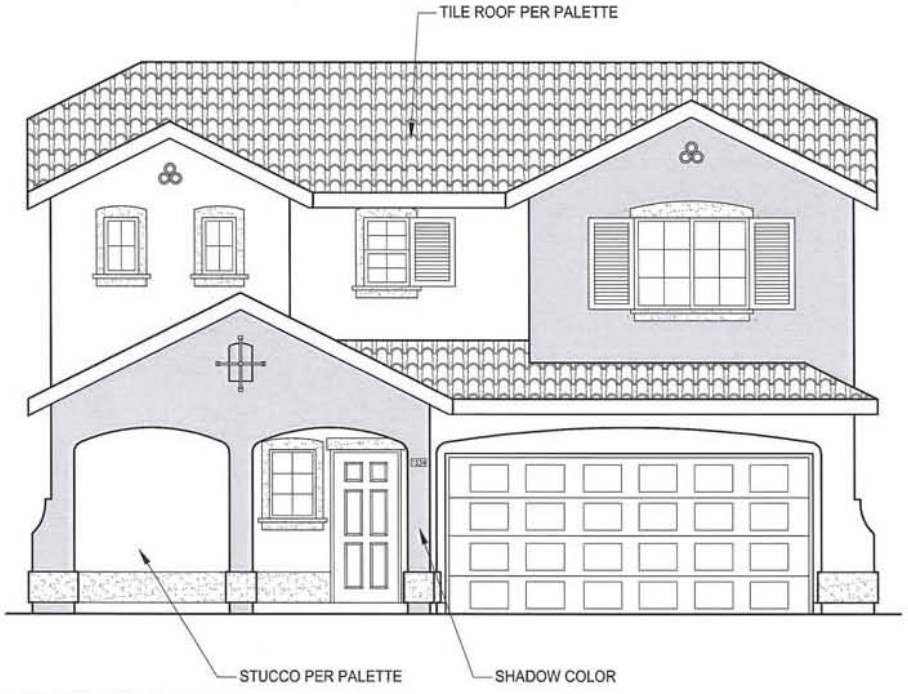


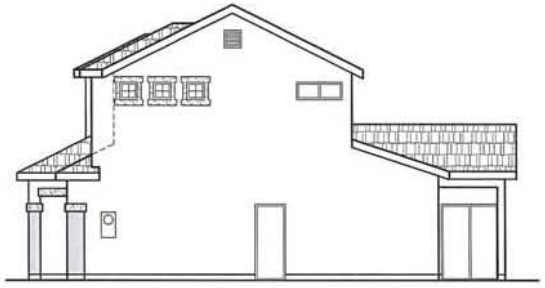

FRONT ELEVATION "A"

LEFT ELEVATION "A"

PLAN 1500

JMC HOMES

John Mourier Construction Inc.
Roseville, California



RIGHT ELEVATION "B"

REAR ELEVATION "B"

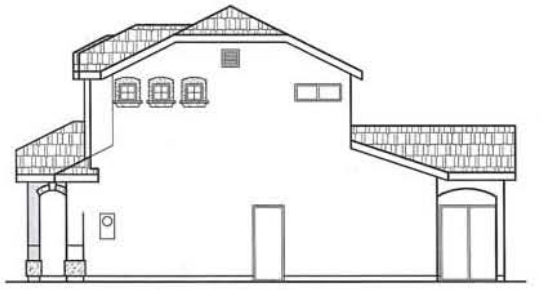
FRONT ELEVATION "B"

LEFT ELEVATION "B"

PLAN 1500

JMC HOMES

John Mourier Construction Inc.
Roseville, California



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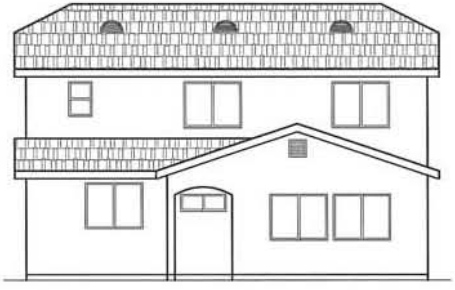

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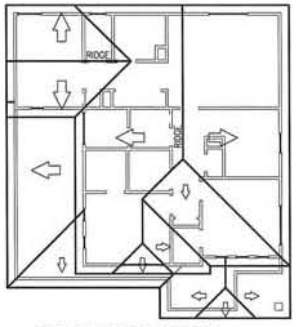
PLAN 1500

JMC HOMES

John Mourier Construction Inc.
Roseville, California

1500A 5

15000 18

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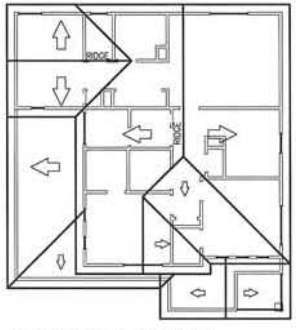


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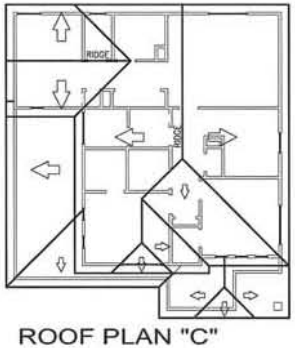


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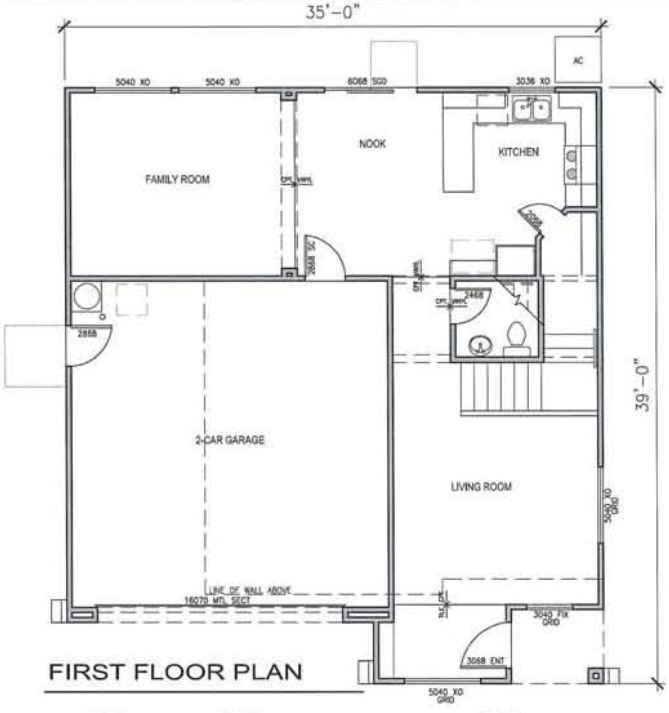


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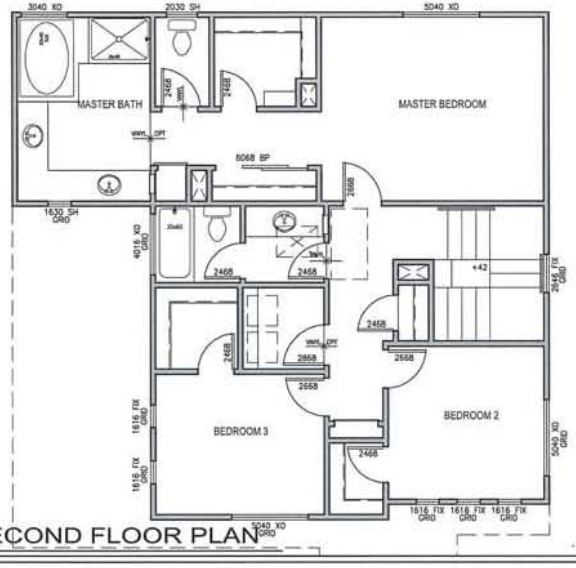
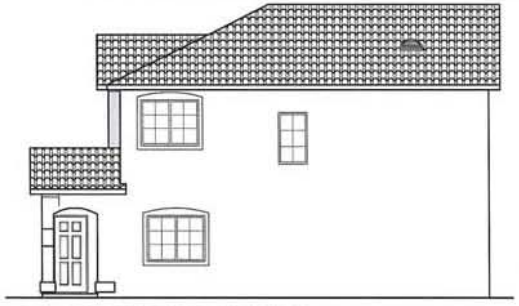



SECOND FLOOR PLAN

PLAN 1688

JMC HOMES

John Mourier Construction Inc.
Roseville, California



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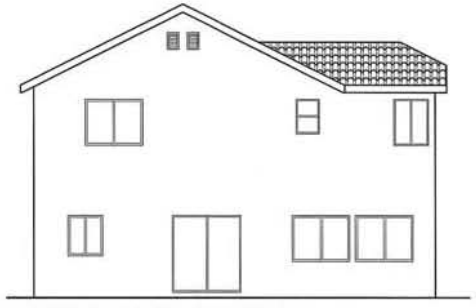

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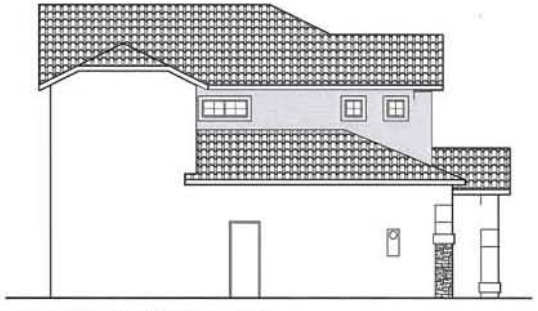


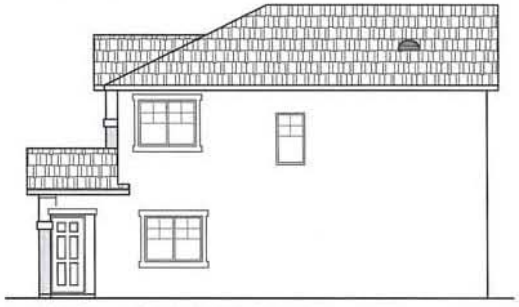
LEFT ELEVATION "A"

FRONT ELEVATION "A"

PLAN 1688

JMC HOMES

John Mourier Construction Inc.
Roseville, California



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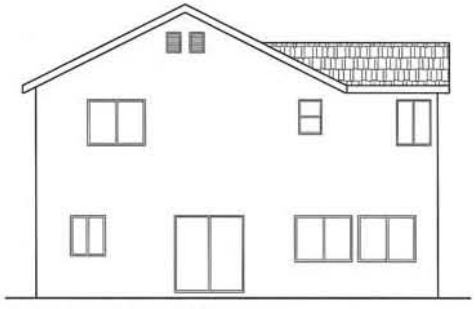

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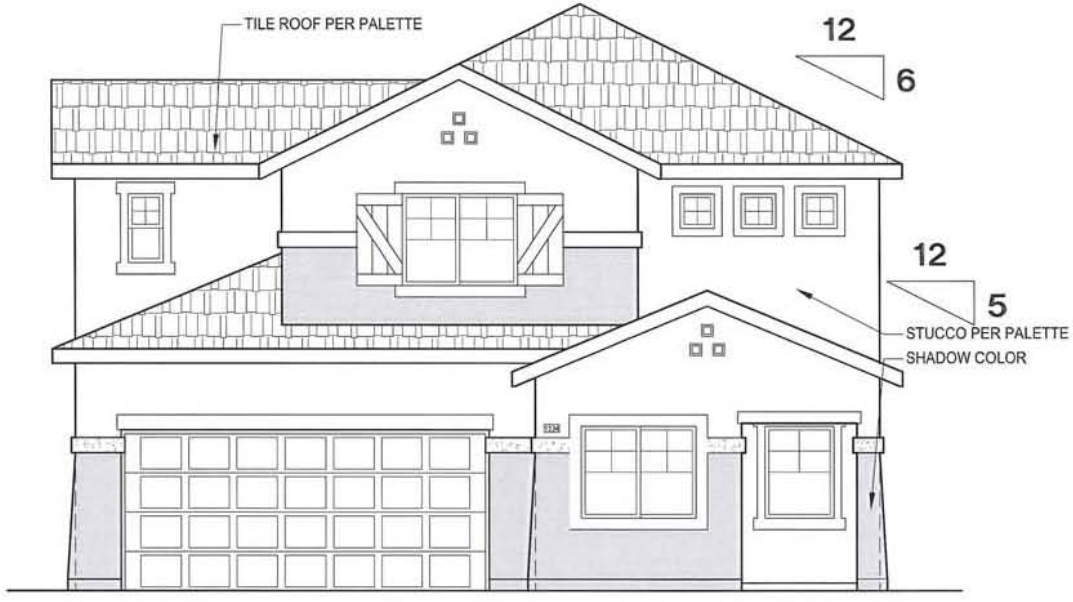


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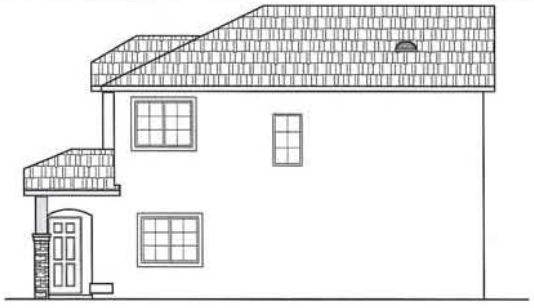
PLAN 1688

JMC HOMES

John Mourier Construction Inc.
Roseville, California



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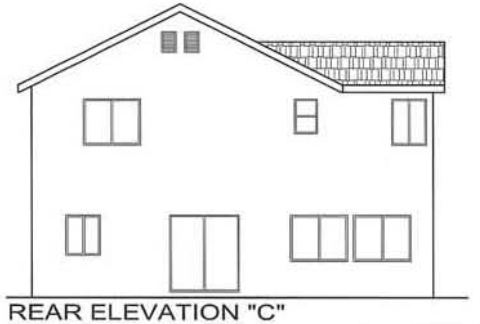

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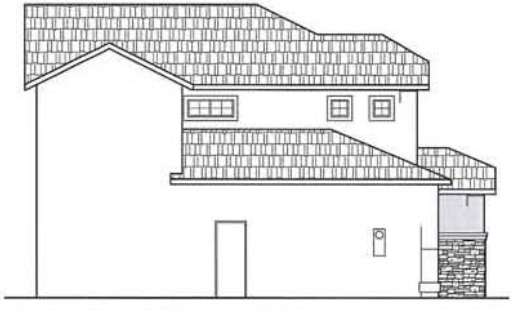


LEFT ELEVATION "C"

PLAN 1688

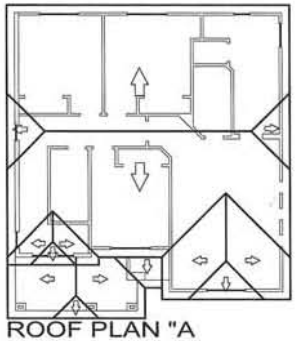
JMC HOMES

John Mourier Construction Inc.
Roseville, California

1688A 7R8

16588 7R4

1688C 7R5



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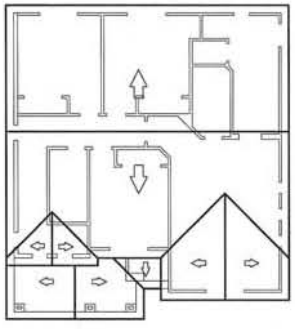

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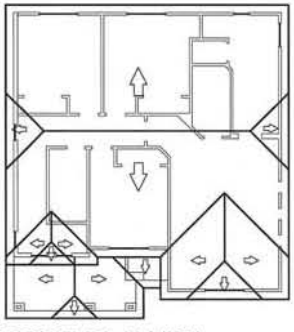

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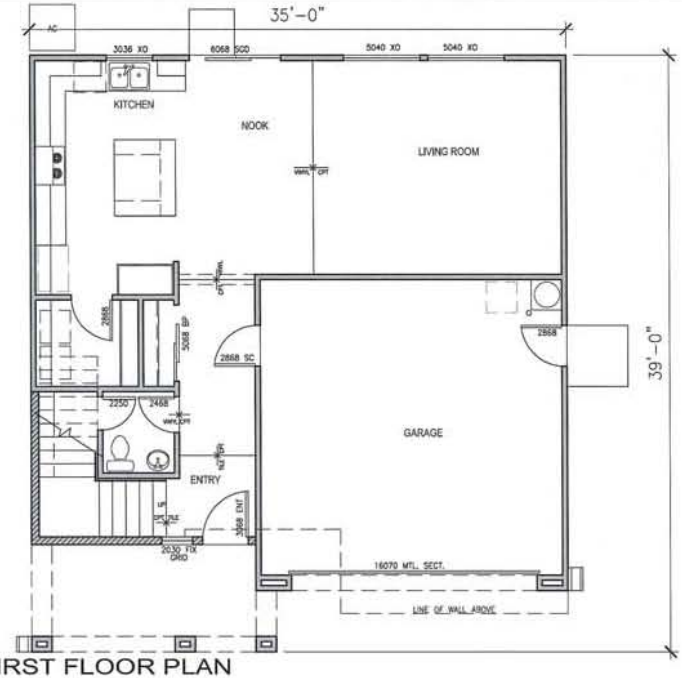
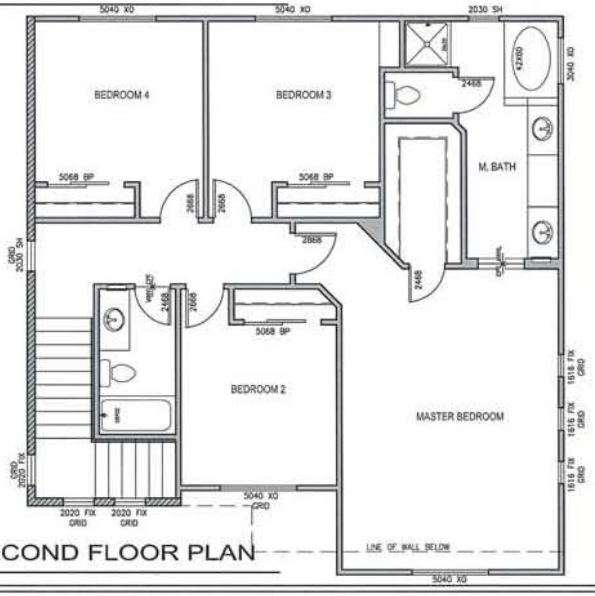



FIRST FLOOR PLAN

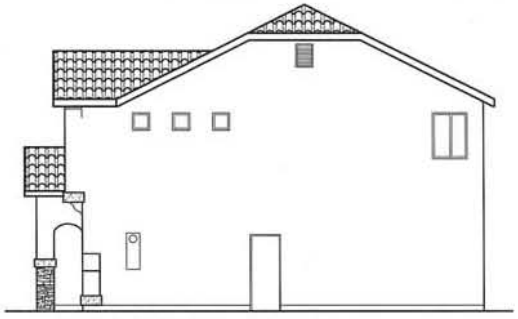



SECOND FLOOR PLAN

PLAN 1884

JMC HOMES

John Mourier Construction Inc.
Roseville, California



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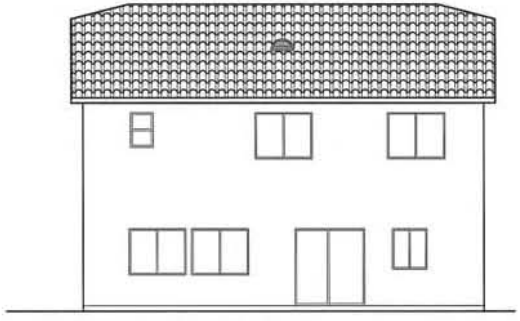

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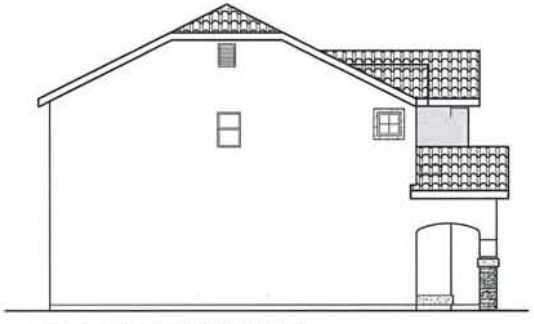


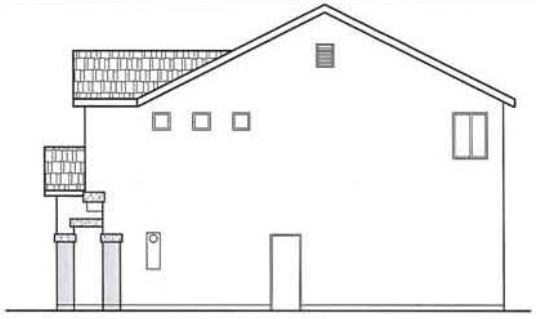
LEFT ELEVATION "A"

FRONT ELEVATION "A"

PLAN 1884

JMC HOMES

John Mourier Construction Inc.
Roseville, California



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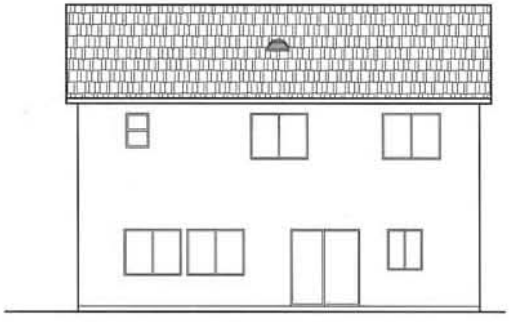

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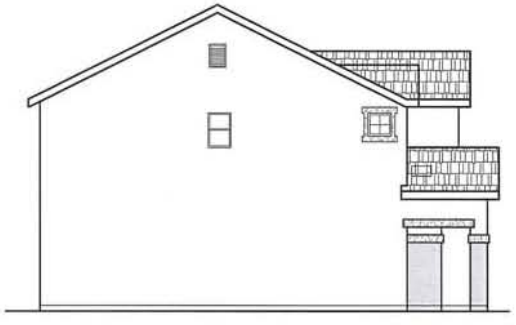


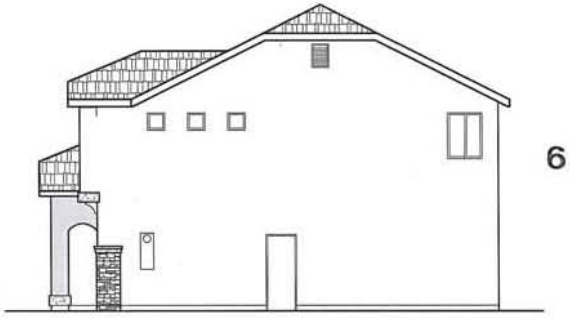
LEFT ELEVATION "B"

FRONT ELEVATION "B"

PLAN 1884

JMC HOMES

John Mourier Construction Inc.
Roseville, California



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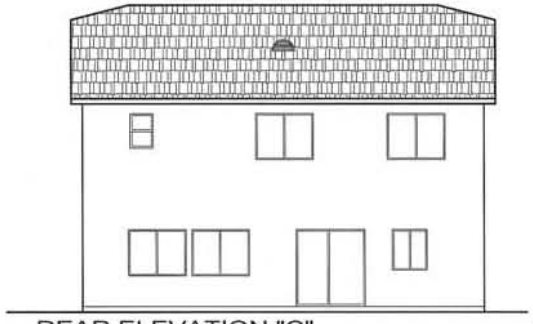

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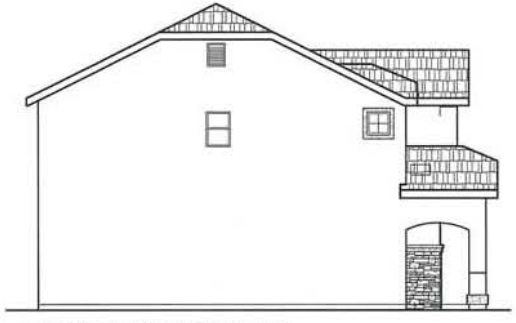


LEFT ELEVATION "C"

PLAN 1884

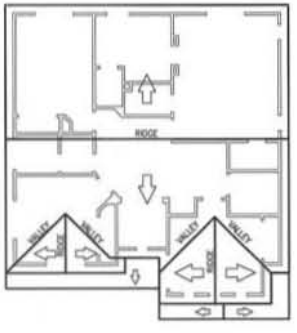
JMC HOMES

John Mourier Construction Inc.
Roseville, California

1862 B 7R9

1862C 7R10

ROOF PLAN "A"

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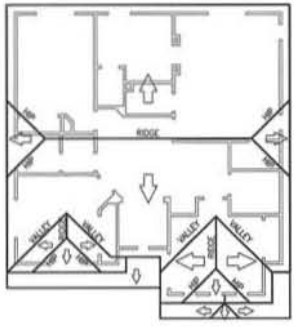


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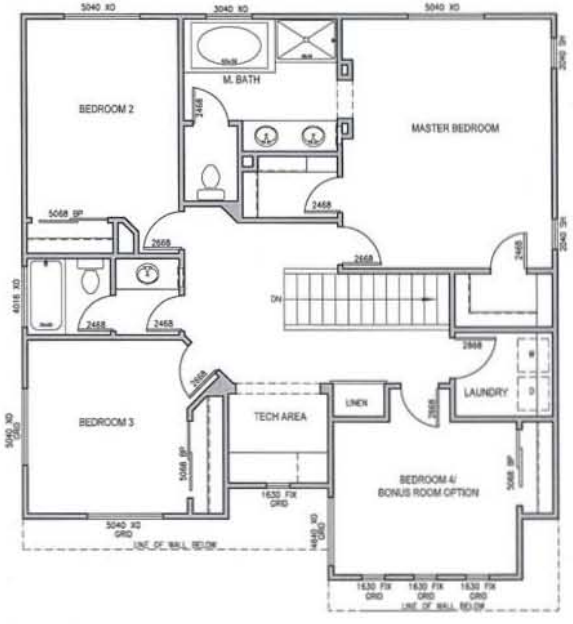
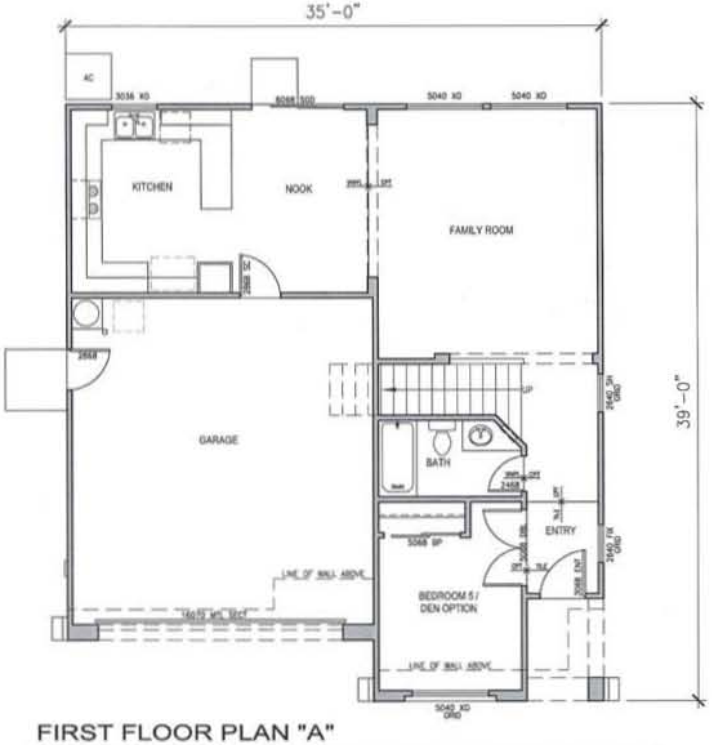



SECOND FLOOR PLAN "A"

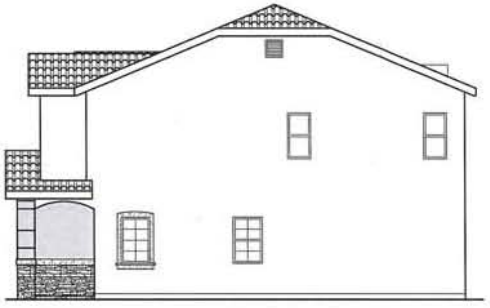



FIRST FLOOR PLAN "A"

PLAN 1962

JMC HOMES

John Mourier Construction Inc.
Roseville, California



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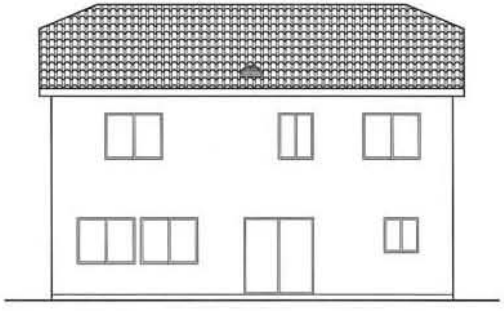

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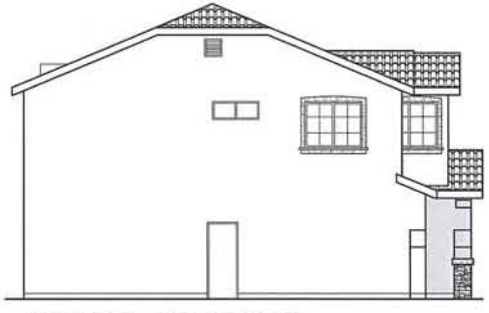


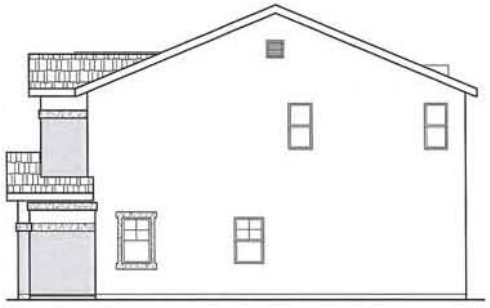
LEFT ELEVATION "A"

FRONT ELEVATION "A"

PLAN 1962

JMC HOMES

John Mourier Construction Inc.
Roseville, California



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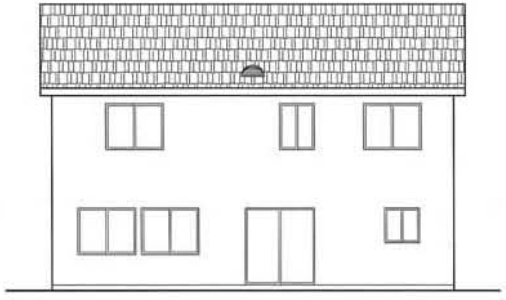

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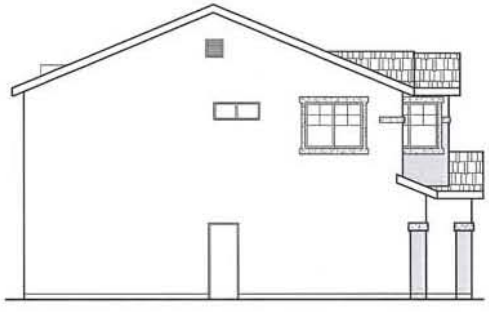
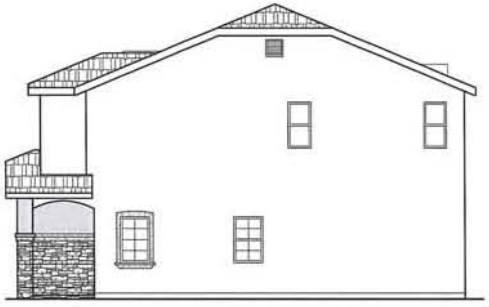


LEFT ELEVATION "B"

PLAN 1962

JMC HOMES

John Mourier Construction Inc.
Roseville, California



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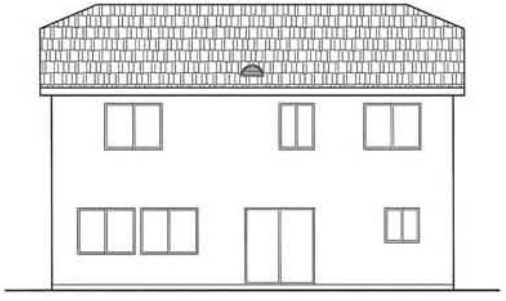

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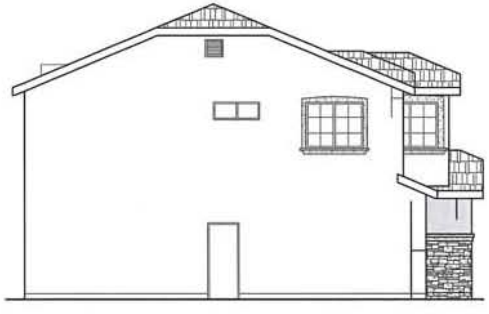

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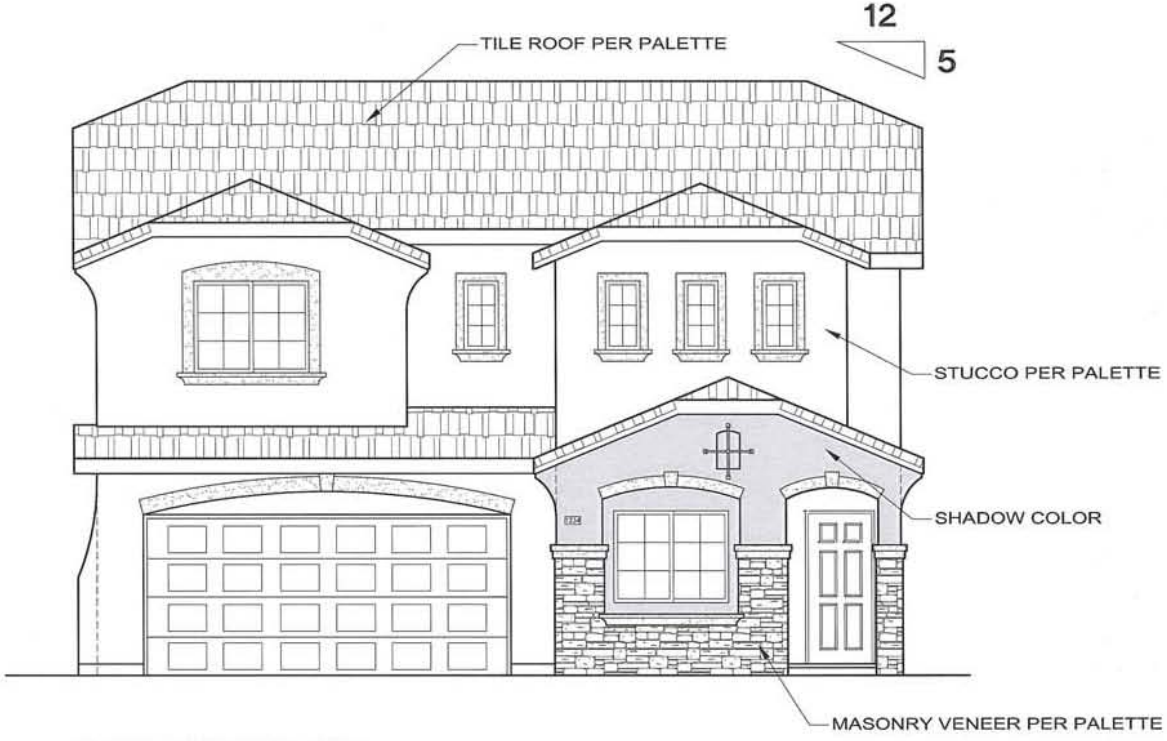


FRONT ELEVATION "C"

PLAN 1962

JMC HOMES

John Mourier Construction Inc.
Roseville, California

1947A 7R13

1947P 7R8

1947C 7R1

# REPORT TO PLANNING COMMISSION City of Sacramento

5

**915 I Street, Sacramento, CA 95814-2671**

**PUBLIC HEARING**
**February 10, 2011**

To: Members of the Planning Commission

**Subject: CVS Pharmacy (P10-044)**
A request to subdivide 7.35 acres and construct a 16,500 square foot pharmacy with a drive through on the property located at the southeast corner of Florin Road and Freeport Boulevard located in the General Commercial and Limited Commercial Review (C-1R EA-2 and EA-4) zones and located in the Executive Airport Overlay area.

**A.** Environmental Determination: Mitigated Negative Declaration;

**B.** Mitigation Monitoring Plan;

**C.** Rezone of 1.68 acres from the Limited Commercial C-1R EA-2 and EA-4 to General Commercial C-2R EA-2 and EA-4;

**D.** Tentative Map to subdivide 7.35 acres into five parcels in the C-1R EA-2, and EA-4, and proposed C-2R EA-2 and EA-4 zones;

**E.** Special Permit to operate a drive through for a pharmacy;

**F.** Variance to reduce the required stacking depth for a new drive through pharmacy; and

**G.** Plan Review for the construction of a pharmacy.

**Location/Council District**:

1360 Florin Road, Sacramento, CA 95822

Assessor's Parcel Number 047-0021-018 and 047-0091-015

Council District 8

**Recommendation: Forward Recommendations of Approval to City Council –** 1) a Resolution adopting the Mitigated Negative Declaration and Mitigation Monitoring Plan; 2) an Ordinance rezoning one 1.68± acre parcel from Limited Commercial (C-1R EA-2 and EA-4) to General Commercial (C-2R EA-2 and EA-4) and located in the Executive Airport Overlay zone; and 3) a Resolution approving entitlements for the CVS Pharmacy project.

**Contact:** Evan Compton, Associate Planner, 916-808-5260 and Lindsey Alagozian, Senior Planner, 916-808-2659.

**Applicant:** Josh Eisenhut, Armstrong Development, 1375 Exposition Blvd, Suite 101, Sacramento, CA 95815

**Owner:** Gary Wong, Florin Freeport, LLC, 2821 Zinfandel Drive, Rancho Cordova, CA 95670

**Summary:** The southeast corner of Freeport Boulevard and Florin Road is currently a vacant 7.35 acre parcel. The applicant is requesting entitlements to subdivide the site into five parcels and to develop one of the parcels with a new pharmacy. The 16,500 square foot pharmacy and drive through is proposed on the 1.68 corner acre site.

At the time of writing the report, there were no outstanding issues or concerns regarding the project. **The project is considered to be non-controversial.**

| **Table 1: Project Information** |
|---|
| **General Plan designation:** Suburban Corridor |
| **Existing zoning of proposed pharmacy site:** C-1R EA-2 and EA-4 |
| **Proposed zoning of proposed pharmacy site:** C-2R EA-2 and EA-4 |
| **Existing use of site:** Vacant |
| **Property area for proposed pharmacy:** 1.68 ± acres |
| **Property area of total site:** 7.35 ± acres |

**Background Information:** The pharmacy project was formally submitted on July 9, 2010. The project has been modified during the review process to the current proposal discussed in this report. The major changes include increasing the size of the pharmacy storefront windows, the addition of a walkway to allow pedestrian access from the neighborhood from the south through the project site, and an enhanced building façade with a more refined color scheme and building materials.

**Entitlement History**: There have been prior preapplication meetings to discuss developing the corner site at Florin and Freeport. The Executive Airport Overlay zone has strict requirements to restrict the number of people at the site at any given time for safety because of the proximity to the airport. The restrictions have discouraged development applications for this vacant parcel. In December of 2003, an application was submitted for a preliminary review of a proposed 52,350 square foot retail center consisting of two 7,000 square foot multi-tenant buildings, a 25,000 square foot major retail tenant building, a car wash and oil change facility, a service station/convenience store, and two fast food restaurants with drive through services. Staff provided the applicant with comments in February of 2004. No application was subsequently submitted for the proposal.

On June 27, 1989, the site was rezoned from Standard Single Family (R-1) to Limited Commercial (C-1) in the EA-2 and EA-4 Executive Airport Overlay zones. Specific

commercial uses were prohibited on the site including but not limited to: indoor amusement centers, gun shops, dance/music/voice studios, and bars. (Ordinance 89-046).

**Public/Neighborhood Outreach and Comments:** Staff notified the Cabrillo Park Neighborhood Association, the Meadowview Development Committee, and Walk Sacramento. On August 19, 2010 the applicant scheduled a neighborhood meeting for the purposes of discussing the project with the surrounding community. City staff was in attendance at this meeting; however, there was low attendance from the community. Comments from the community included questions about the proposed CMU wall adjacent to the existing single family residences, pharmacy and drive through hours of operation, and pedestrian linkages between the commercial and residential uses. Overall, staff did not observe opposition to the project but due to the low turnout, staff suggested that if additional community concerns were to arise in the future, that another community meeting would be necessary. The applicant made additional outreach to the community which resulted in positive feedback from the neighborhood and therefore, additional meetings were not scheduled. Property owners within 500 feet of the subject property were notified of the public hearing and the site was posted with a public hearing notice.

Walk Sacramento submitted a comment letter regarding the proposed project. (See Attachment 9) The concerns include locating the retail at the rear of the site next to the single family homes, too much parking in front of the building, providing a temporary walkway from Southmont Way to the pharmacy, and providing more windows on the building. Other concerns in the letter were more specific to the future development of the other parcels and not to the pharmacy site. Staff has considered these comments and believes that the site layout with one double-sided row of parking is appropriate for the commercial corridor since it: a) allows for the drive through, trash enclosure, and loading docks to be located on the rear of the building away from street views; b) utilizes passing vehicular traffic as a surveillance asset; and c) allows the public entrance to face the street. The requested walkway from Southmont Way has been provided on the site plan. The applicant has also increased the size of the storefront windows along the street frontages to increase visibility inside of the store.

The Sacramento Area Bicycle Advocates (SABA) requested that bicycle and pedestrian connections be provided from the project site to Tiverton Avenue to the east and Southmont Way to the south. They requested both short term and long term bicycle parking for customers and employees. In addition, SABA requested locating the building close to the Freeport and Florin intersection with parking mostly on the rear or side of the building and additional trees for shading the sidewalks and street edges for pedestrians and bicyclists. A copy of the email sent to staff has been included as Attachment 10. Staff believes these comments have also been addressed in the attached proposal. Adequate tree shading and bicycle facilities have been provided for the site.

No other comments have been received at the time of writing this report.

**Environmental Considerations:** The City of Sacramento prepared a Mitigated Negative Declaration (MND) for the CVS at Florin and Freeport project. In accordance with the California Environmental Quality Act (CEQA), the MND was submitted to a 20-day public review period which ended on February 1, 2011. The comment period was also advertised in a newspaper of general circulation and a notice of availability (NOA) was sent to stakeholders in the project area. The following sections were identified to have potentially significant impacts: Light and Glare, Air Quality, Cultural Resources, Hazards, Noise, and Transportation and Circulation. Mitigation measures were incorporated into the project description to reduce these impacts to a less-than-significant level, consistent with CEQA Guidelines Section 15070.

Following preparation of the MND and circulation for public comment, the project was revised to include a request for rezoning of the parcel on which the proposed retail pharmacy would be located from Limited Commercial (C-1R-EA-2) to General Commercial (C-2R-EA-2). Rezoning was required because drive-through services are not allowed in the C-1 zone. The potential effect of the drive-through facility was evaluated in the MND document that was circulated for public comment. The rezoning of the parcel would have no effects that were not identified and evaluated in the MND, and no changes to the environmental document are required. Recirculation of the MND is not required pursuant to CEQA Guidelines Section 15073.5.

The MND and Initial Study have been posted on the Community Development Department's web site at: http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/.

**Adjacent Properties**

The property to the west is zoned Office Building (OB-R-EA-2) and Single Family (R-1 EA-2) and developed with a bank and single family homes. The parcels to the north are zoned General Commercial (C-2-R-EA-2) and developed with commercial, medical offices, and a ministorage facility. The parcels to the east are zoned Single Family (R-1-EA-4) and are developed with a church and single family homes. The parcels to the south are zoned Single Family (R-1-EA-4) and developed with single family homes.

***Policy Considerations:***

**General Plan:** The subject site is designated Suburban Corridor on the General Plan Land Use and Urban Form Diagram. The proposal is consistent with the following General Plan policies:

1. *Sacramento Executive Airport. The City shall support policies and standards of the Executive Airport Master Plan and Comprehensive Land Use Plan (CLUP) to continue operation with measures designed to decrease noise and safety hazards in the surrounding community. (SA.M 1.11)* Staff finds the project

proposal has been reviewed and approved by the Airport Land Use Commission and is consistent with the Executive Airport Overlay Zoning Code Section 17.144.

2. *Building Design. The City shall ensure that new buildings are designed to engage the street and encourage walking through design features such as placing the building with entrances facing the street and providing connections to sidewalks. (M 2.1.6)* Staff finds the building design provides large storefront windows along the public street elevations to engage the street, an enhanced corner entry element that connects to the public sidewalks, and a paved walkway from Southmont Way to the pharmacy for greater pedestrian access from the existing neighborhood.

3. *Screening of Off-street Parking. The City shall reduce the visual prominence of parking within the public realm by requiring most off-street parking to be located behind or within structures or otherwise fully or partially screened from public view. (LU 2.7.8)* Staff finds that the proposal locates only one double-sided row of parking along Florin Road and Freeport Boulevard. The location of the parking allows windows from the store to overlook the area for enhanced security, utilizes passing vehicular traffic as a surveillance asset, and is also consistent with other commercial buildings in the surrounding area.

4. *Development Intensity at Less than the Minimum Floor-Area-Ratio (FAR). The City shall permit development at less than the required minimum FAR if only a ministerial permit is required. Where a discretionary permit is required, a development with a FAR at less than the required minimum may be deemed consistent with the General Plan if the City finds that (1) the use involves no building or by its nature normally conducts a substantial amount of its operations outdoors, or (2) the initial site development is being phased and an overall development plan demonstrates compliance with the FAR standard, or (3) the use is temporary and would not interfere with long-term development of the site consistent with the FAR standard, or (4) the building size or lot coverage is constrained beyond what is otherwise allowed by the zoning designation of the site, due to the existence of an overlay zone or because of environmental features, such as wetlands. (LU 1.1.13)* Staff finds that the pharmacy site (Parcel 1) is strictly limited because of the development standards under the Executive Airport Overlay zone (EA-2). The FAR for the proposed development is .21 which is less than the minimum FAR of .25 for Suburban Corridor designations. However, the site is still consistent with the General Plan because the project's scale is appropriate given the strict overlay zone and also considering potential future development on the remainder of the site. Specifically, parcels 2 and 5 will be better equipped to satisfy the minimum FAR since those parcels are located in the less restrictive Executive Airport Overlay zone (EA-4).

<u>Suburban Corridor Designation</u> (Page 2-86): Sacramento's suburban corridors are envisioned as auto-oriented, moderate-density retail, office, and residential corridors that support surrounding suburban neighborhoods. Low-rise buildings line auto-oriented corridors with new development along the corridor contributing to a more compact and

consistent pattern, with parking relocated to the side and rear of buildings. Residential uses are integrated along the corridor, with limited street level frontages that are mixed with retail, neighborhood services, and restaurants. The streetscape is appointed with landscaping, lighting, public art, and other amenities that support and enhance shopping and retail activities.

Key urban form characteristics envisioned for suburban corridors include the following:

- A development pattern with moderate lot coverage, moderate side yard setbacks, and buildings sited near the corridor to create a varied but consistent street wall
- Building heights generally ranging from one to four stories
- Highest building heights at major intersections and lower when adjacent to lower-density neighborhoods unless near a major intersection
- Lot coverage generally not exceeding 50 percent
- Building façades and entrances directly addressing the street and have a high degree of transparency on street-fronting façades
- Buildings with a high degree of pedestrian-oriented uses located at street level
- Integrated (vertical and horizontal) residential uses along the corridors
- Parking limited in the front of the building and located to the side or rear of buildings
- Limited curb cuts along arterial streets, with shared access to parking and service functions
- Attractive streetscape with sidewalks designed to accommodate pedestrian traffic that includes appropriate landscaping, lighting, and pedestrian amenities/facilities
- Public and semi-public outdoor spaces such as plazas, courtyards, and cafes

**Zoning Code**

The project includes construction of a pharmacy with a drive-through facility and 24 hour operations. A pharmacy is classified as retail under the Zoning Code. Pharmacies are allowed by right in the existing Limited Commercial (C-1) zone and proposed General Commercial (C-2) zone. Drive throughs are not allowed in the Limited Commercial (C-1) zone but are allowed in the General Commercial (C-2) zone with a Planning Commission Special Permit. The applicant is requesting a rezone to allow for the pharmacy with a drive-through facility. Staff supports the rezone of the corner parcel from C-1-R EA-2 and EA-4 to C-2-R EA-2 and EA-4 for the following reasons: a) the rezone only applies to the corner parcel and ensures that the remainder of the parcels adjacent to single family homes will continue to be a lower intensity Limited Commercial (C-1) zone as envisioned by the previous rezoning efforts; b) the rezone is in conjunction with a development plan for a pharmacy and has been determined to be a compatible land use; c) the rezone will allow for a drive through facility to operate at this site; and d) the proposed zone is consistent with the land use designation of Suburban Corridor in the General Plan.

The applicant is requesting a Variance to deviate from the minimum stacking distance of 180 feet. The project was reviewed by the Department of Transportation and the proposed drive through use for the pharmacy was analyzed. It was determined the

amount of stacking for the site could be reduced given the anticipated low-volume nature of the drive through and the anticipated traffic for this type of land use.

**Consistency with the Executive Airport Overlay Zone**

The purpose of the Executive Airport Overlay Zone is to protect the health, safety, and general welfare of people in the vicinity of the Sacramento Executive Airport and to improve air navigation safety. Three categories of land use restrictions are included in the overlay zone: a) Height restrictions to protect the navigable airspace around airports; b) Noise to minimize the number of people exposed to noise from aircraft operations; c) Safety of people on the ground to minimize the number of people exposed to hazards related to aircraft operations and accidents.

The four safety areas are: the clear zone (EA-1), the approach-departure zone 1 (EA-2), the approach-departure zone 2 (EA-3), and the overflight zone (EA-4). The clear zone (EA-1) is near the end of the runway and is the most restrictive. The approach-departure zones (EA-2 and EA-3) are located under the takeoff and landing slopes and are less restrictive. The overflight (EA-4) zone is the area under the traffic pattern and is the least restrictive.

Most of the 1.68 acre site for the proposed pharmacy is located in the Approach-Departure Zone 1 (EA-2) and this zone allows the development of uses only if they do not result in the concentration of people greater than fifty (50) people per acre at any time. The fifty people per acre determination is calculated by determining the highest number of people expected in the project at anytime during a 24 hour period ending at midnight and dividing this number by the project area in acres. The remainder of the 1.68 acre parcel is located in the overflight zone (EA-4)

The applicant submitted an Occupancy Rate Comparative Analysis Study (Attachment 7) that determined the anticipated occupancy rates for the proposed pharmacy. The analysis was based on the number of customers at the existing CVS Pharmacy located at Florin Road and another CVS Pharmacy in Nevada with similar building size and hours of operation. The formal study concluded the store would not exceed 50 people per acre even at the busiest time and with a full staff onsite. This study was provided to Airport Land Use Commission for their evaluation.

A letter from the Sacramento Area Council of Governments (SACOG) has been attached to this report. (Attachment 8) The letter provided staff with the decision of the Airport Land Use Commission to allow the proposed development in the Executive Airport Overlay zone. The review determined the project did not exceed the 50 foot height standard, was outside of the noise contour area, and that the business would not exceed 50 people per acre (in this case 84 people on the 1.68 acre site) at any one time. The development shown on the site plan for Parcels 2-5 is schematic in nature. All future development proposals will be evaluated for compliance with the Executive Overlay zone requirements and will require a Plan Review.

**Height, Bulk and Setbacks**

The following height and setback standards are defined in the Zoning Code for the existing Limited Commercial (C-1R) zone and the proposed General Commercial (C-2R) zone. The "R" zoning designation requires the project to obtain a Plan Review approval to evaluate the development standards. As shown in the chart below, the project meets all the height and setback requirements.

**Table 2: Height and area standards for Pharmacy Site (Parcel 1)**

| Standard | Required | Proposed | Deviation? |
|---|---|---|---|
| Height | 35 feet maximum | 30 feet | no |
| Setback: Florin Road* | 25 feet minimum | 70 feet | no |
| Setback: Freeport Boulevard | 5 feet minimum | 80 feet | no |
| Setback: East Property Line | 0 feet minimum | 50 feet | no |
| Setback: South Property Line | 0 feet minimum | 30 feet | no |

*The required front setback is 25 feet since the pharmacy site shares the block with a residentially zoned church property.

**Building Design:**

The building has been sited to align squarely with the intersection of Freeport Boulevard and Florin Road. Parking has been limited to one double-sided row of parking along the front and side of the building. The public entrance has been prominently located on the corner with a high degree of transparency on the street-fronting facades. There is also a plaza area with decorative trellis at the corner to emphasize the entrance into the site from the public sidewalks.

The drive through window for the pharmacy, the loading docks, and the trash enclosure areas are all located on the rear of the building. Staff supports the pharmacy site layout because these functions are not highly visible from the motoring public, pedestrians, and bicyclists along Freeport Boulevard and Florin Road. In addition, enhanced landscaping planters have been proposed at the rear of the building to offset the pavement area devoted to the drive through lanes.

**Freeport Boulevard Streetscape Master Plan**

The project is consistent with the Freeport Boulevard Streetscape Master Plan because it meets the following goals: a) reduce the quantity of driveway cuts to increase pedestrian safety; b) trash enclosures and dumpsters should be appropriately screened and landscaped to conceal them from public view; c) strengthen the commercial viability of the corridor by enhancing the corridor's attractiveness and access to shoppers; and d) provide for the comfort and safety needs of pedestrians and bicyclists, as well as motorists.

**Traffic Circulation and Parking**

The 7.35± acre site will share three driveways. The proposed driveway on Florin Road will provide right-in and right-out access to and from the site and a left turn into the site. A raised median is proposed to be constructed along Freeport Boulevard. It will provide a left-in access to the site and prevent left-out movement from the site at the northern driveway. The southern driveway on Freeport Boulevard will provide only right-in and right-out access to and from the site. The design allows only limited curb cuts and shared access with the adjacent parcels.

The proposed pharmacy will meet all standard parking and bicycle parking requirements as noted below.

**Table 3: Parking for Pharmacy (Parcel 1)**

| | Required Parking | Provided Parking | Difference |
|---|---|---|---|
| Retail | 52 spaces* | 85 spaces | no |

*The zoning code for new retail requires 1 parking space per 400 square feet for the first 9,600 square feet and then 1 space per 250 square feet for the remainder.

**Table 3a: Bicycle Parking for Pharmacy (Parcel 1)**

| Total parking provided | Required bicycle parking | Provided bicycle parking | Difference |
|---|---|---|---|
| 85 | 4 bicycle facilities minimum* | 4 bicycle facilities | no |

*Calculation of bicycle parking facilities requires 1 facility for every 20 parking spaces onsite and a minimum of 50% of the facilities must be Class I. A Class I facility is an enclosed box or compartment with a locking door; or a stationary rack designed to secure the frame and both wheels of the bicycle where the bicyclist supplies only a padlock, and which is located in an area completely enclosed and covered and where entry is secured by a locking door.

**Tree Shading Requirements**

The parking lot tree shading ordinance requires that all new parking lots include tree plantings designed to result in 50 percent shading of parking lot surface areas within 15 years. The shading requirements apply to all new impervious surfacing on which a vehicle can drive including parking stalls, all drives within the property line regardless of length, and all maneuvering areas regardless of depth. Staff finds the landscape plan prepared by the applicant meets the shading requirements.

**Tentative Map**

The proposal includes a request to subdivide two existing parcels (047-0021-018 and 047-0091-015) into a total of five parcels. The project was reviewed by the Subdivision Review Committee on January 19, 2011. At SRC, staff recommended approval of the project subject to the attached conditions.

| Parcel Number | Land Use | Acreage (rounded) |
|---|---|---|
| Parcel 1 | Pharmacy | 1.68± |
| Parcel 2* | Restaurant | .76± |
| Parcel 3* | Retail | .81± |
| Parcel 4* | Retail | .84± |
| Parcel 5* | Medical Office and Restaurant | 3.07± |

*Development on parcels 2 – 5 show only conceptual buildings and uses on the site plan. The Plan Review entitlement applies only to the pharmacy building on parcel 1. All future development on the other parcels will require a separate plan review entitlement and will be subject to all zoning, General Plan designation, and Executive Airport Overlay development standards.

**Fencing**

The 7.35± acre site abuts residential uses along the south property lines. The Zoning Code requires that commercial property next to residentially zoned sites or residential uses construct a minimum 6 foot tall masonry wall. The project has been conditioned to construct the masonry wall along the entire length of the site abutting residential uses with the development of the first phase pharmacy building. A gated opening for pedestrian access will be provided where the street for Southmont Way stubs into the site. The gated opening was a request from the community and staff and the applicant agree that the pedestrian access provides an amenity to the project.

**Conclusion:**

Staff recommends approval of the project since the proposal: a) is consistent with the 2030 General Plan designation of Suburban Corridor, the South Area Community Plan, and the proposed General Commercial (C-2R EA-2 and C-2R EA-4) zoning; b) is compatible with the Executive Airport Overlay zone; and c) allows for construction of neighborhood serving commercial on a prominent corner parcel which has remained vacant because of challenging development standards.

Respectfully submitted by: Evan Compton

EVAN COMPTON
Associate Planner

Approved by:

LINDSEY ALAGOZIAN
Senior Planner

Recommendation Approved:

GREG BITTER, AICP
Principal Planner

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Attachment 1
Project Recommendation to City Council

**City Planning Commission Record of Decision**
**Recommended Findings of Fact and Conditions of Approval**
**CVS Pharmacy at 1360 Florin Road (P10-044)**

A. The Planning Commission has reviewed and considered the Environmental Planning Services Division's determination of a **Mitigated Negative Declaration** and **Mitigation Monitoring Plan** as set forth in Attachment 2.

B. The Planning Commission recommends approval and forwards to the City Council the **Rezoning** for the Project as set forth in Attachment 3.

C. The Planning Commission recommends approval and forwards to the City Council the **Tentative Map, Special Permit, Variance,** and **Plan Review** to allow the Project proposal based on the findings and subject to the conditions of approval set forth in Attachment 4.

Attachment 2

**RESOLUTION NO. 2011-**

Adopted by the Sacramento City Council

**ADOPTING THE MITIGATED NEGATIVE DECLARATION AND THE MITIGATION MONITORING PROGRAM FOR THE CVS AT FLORIN AND FREEPORT PROJECT (P10-044)**

**BACKGROUND**

A. On February 10, 2011 the City Planning Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve with conditions the CVS at Florin and Freeport Project.

B. On March 15, 2011, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 17.200.010(C )(2)(a, b, and c) (publication, posting, and mail 500'), and received and considered evidence concerning the project.

**BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:**

Section 1. The City Council finds as follows:

A. The Project initial study determined, based on substantial evidence, that the Project is an anticipated subsequent project identified and described in the 2030 General Plan Master EIR; that the Project is consistent with the 2030 General Plan land use designation and the permissible densities and intensities of use for the project site; that the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the Master EIR are adequate for the Project; and that the Project would have additional potentially significant environmental effects not previously examined in the Master EIR. Mitigation measures from the Master EIR were applied to the Project as appropriate, and revisions to the Project made by or agreed to by the Project applicant before the proposed mitigated negative declaration and initial study were released for public review were determined by City's Environmental Planning Services to avoid or reduce the potentially significant effects to a less than significant level, and, therefore, there was no substantial evidence that the Project as revised and conditioned may have a significant effect on the environment. A Mitigated Negative Declaration (MND) for the Project was then completed, noticed and circulated in accordance with the requirements of the California Environmental Quality Act (CEQA), the State CEQA Guidelines and the Sacramento Local Environmental Procedures as follows:

1. On January 11, 2011 a Notice of Intent to Adopt the MND (NOI) dated January 11, 2011 was circulated for public comments for 20 days. The NOI was sent to those public agencies that have jurisdiction by law with respect to the proposed project and to other interested parties and agencies, including property owners within 500 feet of the boundaries of the proposed project. The comments of such persons and agencies were sought.

2. On January 11, 2011 the NOI was published in the Daily Bulletin, a newspaper of general circulation, and the NOI was posted in the office of the Sacramento County Clerk.

Section3. Following public review, the Project was revised to include a request for rezoning from C-1R-EA-2 to C-2R-EA-2. Rezoning is required because drive-through services are not allowed in the C-1 zone. The potential effect of the drive-through facility was evaluated in the MND document that was circulated for public comment. The rezoning of the parcel would have no effects that were not identified and evaluated in the MND, and no changes to the environmental document are required. Recirculation of the MND is not required pursuant to CEQA Guidelines Section 15073.5.

Section 3. The City Council has reviewed and considered the information contained in the MND, including the initial study, the revisions and conditions incorporated into the Project, and the comments received during the public review process and the hearing on the Project. The City Council has determined that the MND constitutes an adequate, accurate, objective and complete review of the environmental effects of the proposed project.

Section 4. The Project is located within the boundaries of the Sacramento Executive Airport comprehensive airport land use plan, and the City Council has considered whether the Project will result in a safety hazard or noise problem for persons using the airport or for persons residing or working in the Project area.

Section 5. Based on its review of the MND and on the basis of the whole record, the City Council finds that the MND reflects the City Council's independent judgment and analysis and that there is no substantial evidence that the Project will have a significant effect on the environment.

Section 6. The City Council adopts the MND for the Project.

Section 7. Pursuant to CEQA section 21081.6 and CEQA Guidelines section 15074, and in support of its approval of the Project, the City Council adopts a Mitigation Monitoring Program to require all reasonably feasible mitigation measures, including mitigation measures from the Master EIR as appropriate, be implemented by means of Project conditions, agreements, or other measures, as set forth in the Mitigation Monitoring Program.

Section 8. Upon approval of the Project, the City's Environmental Planning Services shall file or cause to be filed a Notice of Determination with the Sacramento County

Clerk and, if the project requires a discretionary approval from any state agency, with the State Office of Planning and Research, pursuant to section 21152(a) of the Public Resources Code and section 15075 of the State EIR Guidelines adopted pursuant thereto.

Section 9. Pursuant to CEQA Guidelines section 15091(e), the documents and other materials that constitute the record of proceedings upon which the City Council has based its decision are located in and may be obtained from, the Office of the City Clerk at 915 I Street, Sacramento, California. The City Clerk is the custodian of records for all matters before the City Council.

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Exhibit A: Mitigation Monitoring Program

## CVS at Freeport and Florin (P10-044)--Mitigation Agreement

| | |
|---|---|
| **Name/File Number:** | CVS at Freeport and Florin (P10-044) |
| **Applicant:** | Josh Eisenhut, Armstrong Development |
| **Owner of Record:** | Gary Wong, Florin Freeport LLC |
| **Project Location:** | Southeast corner of Freeport Boulevard and Florin Road, City of Sacramento, Sacramento, California (APN 047-0021-018-0000; 047-0091-015-0000) |

The proposed project includes a request for approval of a tentative map to subdivide two parcels located at the southeast corner of Freeport Boulevard and Florin Road (APN 047-0021-018-0000 and 047-0091-015)) into five separate parcels. Project entitlements are requested to construct and operate a retail pharmacy on one of the parcels with drive-through service.

We agree to amend the project application P10-044 to incorporate the attached mitigation measures as identified in the Initial Study for the project. We understand that by agreeing to these mitigation measures, all identified potentially significant environmental impacts would be reduced to below a level of significance, thereby enabling the Community Development Department to prepare a Mitigated Negative Declaration for the project.

We also understand that the City of Sacramento will adopt a Mitigation Monitoring Plan (Plan) for the project. This Plan will be prepared by the Community Development Department, pursuant to the California Environmental Quality Act Guidelines Section 21081.6 and pursuant to Article III of the City's Local Administrative Procedures for the Preparation of Environmental Documents.

We understand that the mitigation measures adopted for my project may require the expenditure of owner/developer funds where necessary to comply with the provisions of the mitigation measures.

Signature (Applicant)

Gary Alone Wong

Signature (Owner of Record)

1/7/11

Date

1

**Mitigation Measures**

**Light and Glare**

LG1 Structures proposed on the project site shall be designed to avoid the use of the following features:

(1) reflective glass that exceeds 50 percent of any building surface and on the ground three floors:
(2) mirrored glass;
(3) black glass that exceeds 25 percent of any surface of a building; and,
(4) metal building materials that exceed 50 percent of any street-facing surface of a primarily residential building.

LG2 Security or exterior lighting on building facades facing residential areas shall be designed to avoid any direct light or glare onto neighboring properties.

**Air Quality**

AQ-1. Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.

AQ-2. Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.

AQ-3. Use wet power vacuum street sweepers to remove any visible track out mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.

AQ-4. Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).

AQ-5. All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.

AQ-6. Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [required by California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.

AQ-7. Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated.

**Cultural Resources**

CR-1 In the event that any prehistoric subsurface archeological features or deposits, including locally darkened soil ("midden"), that could conceal cultural deposits, animal bone, obsidian and/or mortars are discovered during construction-related earth-moving activities, all work within 50 meters of the resources shall be halted, and the City shall consult with a qualified archeologist to assess the significance of the find. Archeological test excavations shall be conducted by a qualified archeologist to aid in determining the nature and integrity of the find. If the find is determined to be significant by the qualified archeologist, representatives of the City and the qualified archeologist shall coordinate to determine the appropriate course of action. All significant cultural materials recovered shall be subject to scientific analysis and professional museum curation. In addition, a report shall be prepared by the qualified archeologist according to current professional standards.

CR-2 If a Native American site is discovered, the evaluation process shall include consultation with the appropriate Native American representatives.

If Native American archeological, ethnographic, or spiritual resources are involved, all identification and treatment shall be conducted by qualified archeologists, who are certified by the Society of Professional Archeologists (SOPA) and/or meet the federal standards as stated in the Code of Federal Regulations (36 CFR 61), and Native American representatives, who are approved by the local Native American community as scholars of the cultural traditions.

In the event that no such Native American is available, persons who represent tribal governments and/or organizations in the locale in which resources could be affected shall be consulted. If historic archeological sites are involved, all identified treatment is to be carried out by qualified historical archeologists, who shall meet either Register of Professional Archeologists (RPA), or 36 CFR 61 requirements.

CR-3 If a human bone or bone of unknown origin is found during construction, all work shall stop in the vicinity of the find, and the County Coroner shall be contacted immediately. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission, who shall notify the person most likely believed to be a descendant. The most likely descendant shall work with the contractor to develop a program for re-interment of the human remains and any associated artifacts. No additional work is to take place within the immediate vicinity of the find until the identified appropriate actions have taken place.

**Hazards**

Haz 1 Prior to the issuance of building permits, the applicant shall submit written identification and confirmation of all reports required relating to potentially hazardous materials on the project site, including reports required by the air district relating to asbestos-containing materials and lead-based paint, compliance with applicable regulations relating to identification and disposal of all

such materials, and appropriate disposal of railroad ties that are located on the project site.

**Noise**

N-1 All mechanical building equipment, including heating, air conditioning and ventilating equipment and other mechanical equipment, shall be completely screened.

N-2 Landscape maintenance activities shall be limited to the hours of 7:00 a.m. to 6:00 p.m.

N-3 Prior to issuance of building permits for any use on Parcels 2 through 5, inclusive, of the project site that includes a drive-through facility, the applicant shall provide written confirmation from a qualified noise consultant that the noise emitted at the project property line adjoining residences by any outside speaker used for communicating with customers will be within the applicable limit set forth in the City's noise ordinance.

**Transportation**

T-1 Prior to beginning construction, a construction traffic and parking management plan shall be prepared by the applicant to the satisfaction on the City Traffic Engineer and shall be subject to the review by all affected agencies. The plan shall ensure that acceptable operating conditions on local roadways and freeway facilities are maintained. At a minimum, the plan shall include the following:

- The number of truck trips, time, and day of street closures
- Time of day of arrival and departure of construction vehicles
- Limitation on the size and type of trucks, provision of a staging area with a limitation on the number of trucks that can be waiting
- Provision of a truck circulation pattern
- Provision of a driveway access plan so that vehicular, pedestrian and bicycle movements are maintained. The driveway access plan should include placement of steel plates, minimum distances for open trenches and private vehicle pick up and drop off areas
- Maintenance of safe and efficient routes for emergency vehicles
- Manual traffic control, if necessary
- Proper advance warning and posted signage concerning street closures
- Provisions for pedestrian safety.

A copy of the construction traffic management plan shall be submitted to local emergency response agencies and these agencies shall be notified as least fourteen (14) days before the commencement of construction that would partially or fully obstruct roadways. Implementation of this mitigation measure would reduce the impact to less than significant.

T-2 Prior to issuing the first building permit, the applicant shall submit improvement plans and coordinate with the City to implement the following:

- Allow U-turn movement on the westbound traffic at Florin Road/Freeport Boulevard intersection. The project applicant shall be required to provide the appropriate signs per the City of Sacramento, Traffic Engineering satisfaction.
- Proposed driveway at Florin Road shall be right-in/right-out only.
- Adjust the traffic signal timing at Freeport Boulevard/ Florin Road intersection. The applicant shall pay a fair share contribution to the City of Sacramento Traffic Operation Center to monitor and adjust the signal timing, when needed.
- The existing westbound left-turn pocket at Florin Road/ Freeport Boulevard intersection needs to be modified with the buildup of the project site to provide a standard left-turn pocket length.

T-3 Prior to issuing the first building permit, the applicant shall submit improvement plans and coordinate with the City of Sacramento, Department of Transportation to implement the following:

- The project applicant shall construct a second left-turn lane on the northbound direction of Freeport Boulevard at Florin Road.
- The project applicant shall construct a northbound right-turn lane with the development of Phase 1 of the project (the CVS pharmacy store).
- The proposed southern driveway at Freeport Boulevard shall be right-in/right-out only.
- The project applicant shall construct a deceleration lane on both proposed driveways along Freeport Boulevard.

Attachment 3

**Rezone – DRAFT City Council**

# ORDINANCE NO.

Adopted by the Sacramento City Council

**AMENDING TITLE 17 OF THE SACRAMENTO CITY CODE (THE ZONING CODE) BY REZONING CERTAIN REAL PROPERTY FROM LIMITED COMMERCIAL (C-1R EA-2 AND EA-4) TO GENERAL COMMERCIAL (C-2R EA-2 AND EA-4)**
**1360 FLORIN ROAD (P10-044)**
**(APN: 047-0021-018), COUNCIL DISTRICT 8**

BE IT ENACTED BY THE COUNCIL OF THE CITY OF SACRAMENTO THAT:

SECTION 1

Title 17 of the Sacramento City Code (the Zoning Code) is amended by rezoning the property shown in the attached Exhibit A, generally described, known and referred to as 1360 Florin Road APN: 047-0021-018 and consisting of 6.093± acres, from Limited Commercial (C-1R EA-2 and C-1R EA-4) to General Commercial (C-2R EA-2 and C-2R EA-4).

SECTION 2

The rezoning of the property shown in the attached Exhibit A, by the adoption of this Ordinance, will be considered to be in compliance with the requirements for the community plan amendment and rezoning of property described in the Comprehensive Zoning Ordinance, Title 17 of the City Code, as amended, as those procedures have been affected by recent court decisions.

SECTION 3

The City Clerk of the City of Sacramento is hereby directed to amend the official zoning maps, which are part of said Ordinance to conform to the provisions of this Ordinance.

**Table of Contents**:

Exhibit A: 1360 Florin Road Rezone Map – 1 Page

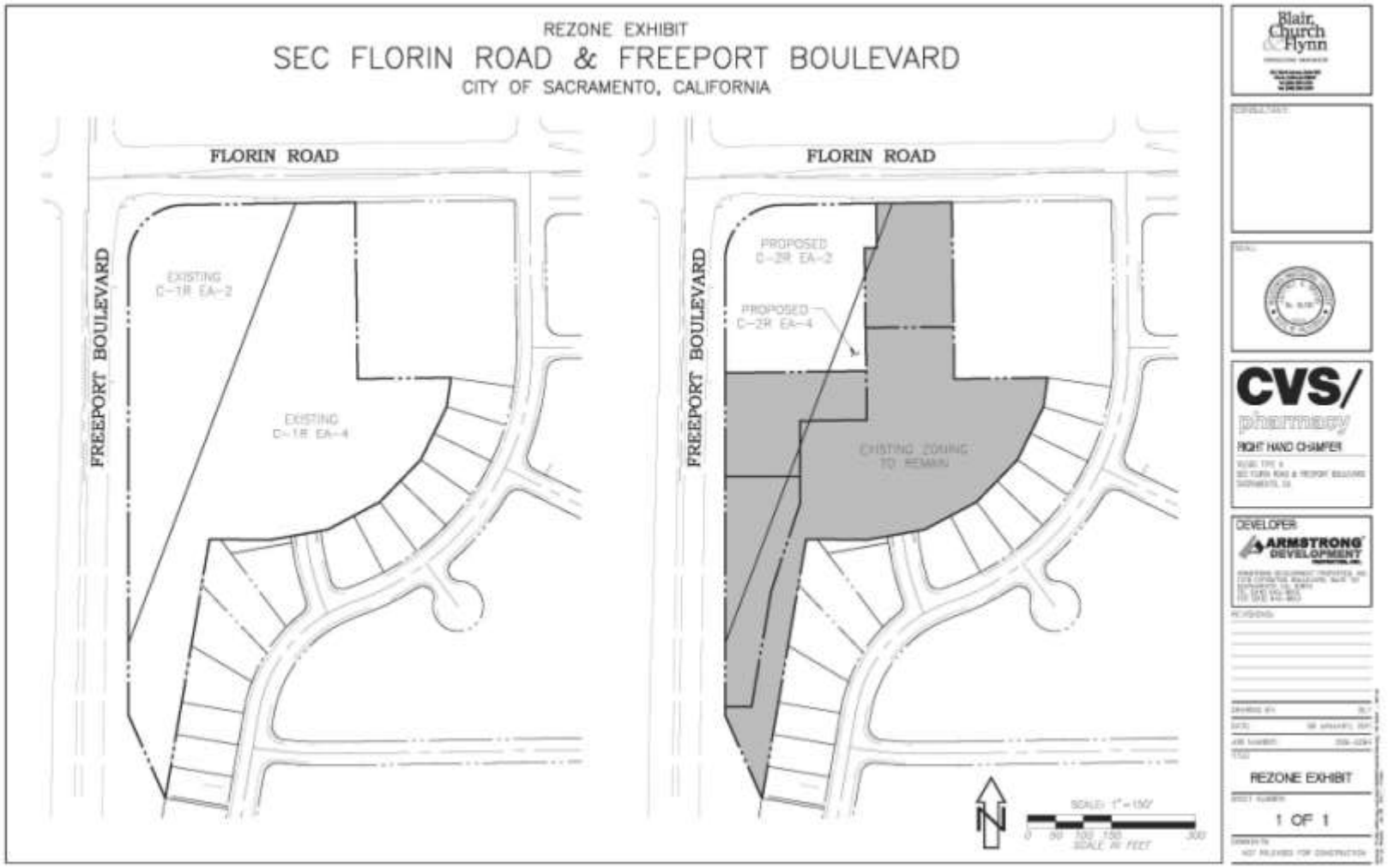


Exhibit A: Rezone Map

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Attachment 4

**Project Approval – DRAFT City Council Resolution**

# RESOLUTION NO.

Adopted by the Sacramento City Council

**ADOPTING FINDINGS OF FACT AND APPROVING THE CVS PHARMACY PROJECT (P10-044)**

## BACKGROUND

A. On February 10, 2011, the City Planning Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve with conditions the CVS Pharmacy Project.

B. On March 15, 2011, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 17.200.010(C )(2)(a, b, and c) (publication, posting, and mail 500'), and received and considered evidence concerning the CVS Pharmacy Project.

**BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:**

Section 1. Based on the verbal and documentary evidence received at the hearing on the CVS Pharmacy project, the City Council approves the Project entitlements based on the findings of fact and subject to the conditions of approval as set forth below.

Section 2. The City Council approves the Project entitlements based on the following findings of fact:

**A&B. Environmental Determination**: The Environmental Mitigated Negative Declaration and Mitigation Monitoring Plan for the Project has been adopted by Resolution No. ___.

**D. Tentative Map**: The Tentative Map to subdivide 7.35± gross acres into five lots is approved based on the following findings of fact:

1. None of the conditions described in Government Code Section 66474, subsection (a) through (g), inclusive, exist with respect to the proposed subdivision as follows:

a. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the City's General Plan, all applicable community and specific plans, and Title 16 of the City Code, which is a specific plan of the City;

b. The site is physically suitable for the type of development proposed and suited for the proposed density;

c. The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife their habitat;

d. The design of the subdivision and the type of improvements are not likely to cause serious public health problems;

e. The design of the subdivision and the type of improvements will not conflict with easements, acquired by the public at large, for access through or use, of, property within the proposed subdivision.

2. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the City General Plan, the South Area Community Plan and Title 16 Subdivisions of the City Code, which is a specific plan of the City (Gov. Code §66473.5);

3. The discharge of waste from the proposed subdivision into the existing community sewer system will not result in a violation of the applicable waste discharge requirements prescribed by the California Regional Water Quality Board, Central Valley Region, in that existing treatment plants have a design capacity adequate to service the proposed subdivision (Gov. code §66474.6);

4. The design of the proposed subdivision provides, to the extent feasible, for future passive or natural heating and cooling opportunities (Gov. Code §66473.1);

5. The City Council has considered the effect of the approval of this tentative subdivision map on the housing needs of the region and has balanced these needs against the public service needs of its residents and available fiscal and environmental resources (Gov. Code §66412.3).

**E. Special Permit**: The Special Permit to allow the operation of a drive-through for a pharmacy is **approved** based on the following Findings of Fact:

1. Granting the Special Permit is based upon sound principles of land use in that the proposed drive through service facility will be incidental to the underlying pharmacy use and shall adhere to all development standards as forth by the city's Zoning Ordinance;

2. Granting the Special Permit would not be detrimental to the public health, safety, or welfare, nor result in the creation of a nuisance in that the proposed

drive through service facility is not expected to result in significant effects upon the environment as specified by the California Environmental Quality Act. Additionally the proposed project is compatible with the proposed General Commercial Review Executive Airport zone (C-2R EA-2 & EA4), and compatible with the future commercial development to the south and west. Furthermore, the project site is of sufficient size and shape to accommodate standard setbacks, landscaping, and lighting which will protect the privacy of neighbors;

3. The design and location of the drive-through facility will not contribute to increased congestion on public streets adjacent to the subject property as the drive through service facility has been located to ensure maximum vehicular and pedestrian access to and from the project site;

4. The design and location of the facility will not impede access to or exit from the parking lot serving the business, impair normal circulation within the parking lot, or impede pedestrian movement; and

5. The design and location of the facility will not create a nuisance for adjacent properties in that the drive through facility has been located on the northwest corner of the site away from the residential properties along the southern property line. Furthermore, the construction of the pharmacy includes a six foot high CMU wall to separate the commercial and residential land uses.

**F. Variance:** The Variance to reduce the required stacking depth for a new drive through pharmacy is **approved** based on the following Findings of Fact:

1. Granting the variance does not constitute a special privilege extended to an individual applicant in that the drive through facility has been designed to minimize its appearance along the public street frontage thereby containing the drive through traffic at the rear of the site and has been granted to other property owners facing similar circumstances;

2. Granting the variance request does not constitute a use variance in that retail store uses are permitted on lots within the proposed General Commercial Review Executive Airport (C-2 EA-2 & EA-4) zones subject to the Executive Overlay restrictions;

3. The variance is not detrimental to the public health, safety, or welfare nor injurious to other properties in the vicinity because the pharmacy land use is anticipated to have low volume traffic for its drive through operations; and

4. Granting the variance is in harmony with the general purpose and intent of the zoning code and will not adversely affect the General Plan or South Area Community Plan in that as conditioned the drive through facility will create a safe environment for customers and area residents.

**G. Plan Review:** The Plan Review for the construction of a 16,500 square foot pharmacy is **approved** based on the following Findings of Fact:

1. The proposed development for the construction of a pharmacy with a drive through is consistent with the General Plan and the South Area Community Plan;

2. Facilities, including utilities, access roads, sanitation and drainage are adequate and consistent with the city standards, and the proposed improvements are properly related to existing and proposed streets and highways;

3. The property involved is of adequate size and shape to accommodate the proposed use and required yard, building coverage, setback, parking area and other requirements of this title; and

4. Approval of the plan review will not be contrary to the public health or safety or injurious to the property or improvements of adjacent properties in that the site has an attractive corner plaza and clear storefront windows to provide eyes on the street.

**2. Conditions of Approval**

**D. Tentative Map**: The Tentative Map to subdivide 7.35± gross acres into five lots is approved subject to the following conditions of approval:

**CONDITIONS:** Tentative Map

**NOTE: These conditions shall supersede any contradictory information shown on the Tentative Map approved for this project (P10-044). The design of any improvement not covered by these conditions shall be to City standard.**

The applicant shall satisfy each of the following conditions prior to filing the Final Map unless a different time for compliance is specifically stated in these conditions. Any condition requiring an improvement that has already been designed and secured under a City Approved improvement agreement may be considered satisfied at the discretion of the Department of Transportation.

The City strongly encourages the applicant to thoroughly discuss the conditions of approval for the project with their Engineer/Land Surveyor consultants prior to City Planning Commission approval. The improvements required of a Tentative Map can be costly and are completely dependent upon the condition of the existing improvements. Careful evaluation of the potential cost of the improvements required by the City will enable the applicant to ask questions of the City prior to project approval and will result in a smoother plan check process after project approval:

**GENERAL**: All Projects

D1. Pay off existing assessments, or file the necessary segregation requests and fees to segregate existing assessments;

D2. Private reciprocal ingress, egress, maneuvering and parking easements are required for future development of the area covered by this Tentative Map. The applicant shall enter into and record an Agreement For Conveyance of Easements with the City stating that a private reciprocal ingress/egress, maneuvering, and parking easement shall be conveyed to and reserved from Parcels 1, 2, 3, 4 and 5, at no cost, at the time of sale or other conveyance of either parcel.;

D3. Comply with requirements included in the Mitigation Monitoring Plan developed by, and kept on file in, the Planning Division Office (P10-044);

D4. Show all continuing and proposed/required easements on the Final Map;

D5. Multiple Final Maps may be recorded. Prior to recordation of any Final Map all infrastructure/improvements necessary for the respective Final Map must be in place to the satisfaction of the Departments of Utilities, and Department of Transportation;

**Department of Transportation**: Streets (Anis Ghobril, DOT, 808-5367)

D6. Submit a Geotechnical Analysis prepared by a registered engineer to be used in street design. The analysis shall identify and recommend solutions for groundwater related problems, which may occur within both the subdivision lots and public right-of-way. Construct appropriate facilities to alleviate those problems. As a result of the analysis street sections shall be designed to provide for stabilized subgrades and pavement sections under high groundwater conditions;

D7. Construct standard subdivision improvements as noted in these conditions pursuant to section 16.48.110 of the City Code. All improvements shall be designed and constructed to the satisfaction of the Department of Transportation. Improvements required shall be determined by the city. The City shall determine improvements required for each phase prior to recordation of each phase. Any public improvement not specifically noted in these conditions or on the Tentative Map shall be designed and constructed to City standards. This shall include street lighting and the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk fronting the property along Florin Road per City standards and to the satisfaction of the Department of Transportation;

D8. The applicant shall dedicate and construct full frontage improvements along Freeport Boulevard per the city's 4-lane arterial standards which include separated sidewalks and street lights to the satisfaction of the Department of

Transportation;

D9. As part of the Freeport Boulevard improvements, the applicant shall also construct a landscaped median that allows **left-in** movements only at the **northern** most driveway along Freeport Boulevard. After the northern most driveway and heading south, the median shall be constructed as a continuous landscaped median with no openings;

D10. All new driveways shall be designed and constructed to City Standards to the satisfaction of the Department of Transportation. The two proposed driveways along Freeport Boulevard shall be constructed with standard right-turn lanes to the satisfaction of the Department of Transportation;

D11. The applicant shall provide for a ped/bike connection only at the entrance to the site from Southmont Way. The Ped/Bike connection shall be constructed with design features to only allow pedestrians and bikes crossings to the satisfaction of the Department of Transportation and the Fire Department;

D12. The applicant shall dedicate sufficient right-of-way (If necessary) and construct a second left turn lane for the north bound approach at the intersection of Florin Rd. and Freeport Boulevard per City standards and to the satisfaction of the Department of Transportation;

D13. Construct A.D.A. compliant ramps at the south-east corner of the intersection of Florin Road Freeport Boulevard;

D14. The applicant shall make provisions for bus stops, shelters, transit centers, etc. to the satisfaction of Regional Transit;

D15. The applicant shall dedicate (if necessary) and construct bus turn-outs for all bus stops adjacent to the subject site to the satisfaction of the Department of Transportation;

D16. Provide additional right-of-way for expanded intersections at intersections to be signalized and other locations specified by the Department of Transportation;

D17. The design and placement of walls, fences, signs and Landscaping near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height. The area of exclusion shall be determined by the Department of Transportation;

D18. All right-of-way and street improvement transitions that result from changing the right-of-way of any street shall be located, designed and constructed to the satisfaction of the Department of Transportation. The center lines of such

streets shall be aligned.

**PUBLIC/PRIVATE UTILITIES (Yujean Kim, SMUD, 732-5027)**

D19. Dedicate a 12.5-foot public utility easement for underground and overhead facilities and appurtenances adjacent to all public street rights of way;

D20. There is an existing 69KV overhead electrical line located along the south side of Florin Road. The owner or developer must disclose to future or potential owners the existing 69KV electrical facilities;

**CITY UTILITIES (Inthira Mendoza, Utilities Department, 808-1473)**

D21. A 12" minimum water main extension is required in Freeport Blvd. and/or Florin Rd. The water main location and construction shall be to the satisfaction of the DOU;

D22. A second point of connection is required for the project;

D23. Each parcel shall have a separate, metered irrigation service; provided that an owner or entity possessing an easement or other property right authorizing a common irrigation service for multiple parcels may request a common irrigation service for such parcels, and the DOU may, in its sole discretion, approve a Utility Service Agreement to provide a common irrigation service, on such terms and conditions as may be determined by the DOU;

D24. There is an existing 36" water main running north/south of the project site. The applicant shall provide a 15' wide minimum easement over the existing 36" water main to the satisfaction of the DOU;

D25. The applicant shall grant and reserve easements as needed, for water, drainage and sanitary sewer facilities, and for surface storm drainage, at no cost at or before the time of sale or other conveyance of any parcel or lot. A note stating the following shall be placed on the Final Map: "Reciprocal easements for ingress/egress, parking, utilities, drainage, water and sanitary sewer facilities, and surface storm drainage shall be granted and reserved, as necessary and at no cost, at or before the time of sale or conveyance of any parcel shown in this map.";

D26. The proposed development does not front an existing public sewer system. The applicant shall construct a sewer main extension to manhole 914 (Drainage/Sewer 2009 map page RR13) to the satisfaction of the DOU. No connection is allowed to the existing 6" sewer main located along the south property line of this project site;

D27. The proposed development does not front an existing public drainage main. The applicant shall construct a drainage main extension to the satisfaction of the

DOU;

D28. A drainage study and shed map as described in Section 11.7 of the City Design and Procedures Manual is required. The 10-year and 100-year HGL's shall be shown on the improvement plans. The drainage study shall identify all existing off-site flows that are blocked by the proposed project and shall propose drainage facilities to convey these flows. Onsite retention and/or drainage main upsizing may be required. If required, the detention volume may be stored in oversized pipes within the project and/or within the street section. Sufficient offsite and onsite spot elevations shall be provided in the drainage study to determine the direction of storm drain runoff. The drainage study shall include an overland flow release map for the proposed project;

D29. An onsite surface drainage system is required and shall be connected to the street drainage systems by means of a storm drain service tap. All onsite systems shall be designed to the standard for private storm drainage systems (per Section 11.12 of the Design and Procedures Manual). Onsite drainage shall connect to manhole 917 (Drainage/Sewer 2009 map page RR13) in Florin Road;

**FIRE**

D30. All turning radii for fire access shall be designed as 35' inside and 55' outside;

D31. Roads used for Fire Department access shall have an unobstructed width of not less than 20' and unobstructed vertical clearance of 13'6" or more;

D32. Fire Apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced so as to provide all-weather driving capabilities. CFC 503.2.3;

D33. Provide the required fire hydrants in accordance with CFC 508 and Appendix C, Section C105;

**MISCELLANEOUS**

D34. Title to any property required to be dedicated to the City in fee shall be conveyed free and clear of all rights, restrictions, easements, impediments, encumbrances, liens, taxes, assessments or other security interests of any kind (hereafter collectively referred to as "Encumbrances"), except as provided herein. The applicant shall take all actions necessary to remove any and all Encumbrances prior to approval of the Final Map and acceptance of the dedication by City, except that the applicant shall not be required to remove Encumbrances of record, including but not limited to easements or rights-of-way for public roads or public utilities, which, in the sole and exclusive judgment of the City, cannot be removed and/or would not interfere with the City's future use of the property. The applicant shall provide title insurance with the City as the

named beneficiary assuring the conveyance of such title to City;

D35. Form a Business Owner's Association. CC&R's shall be approved by the City and recorded assuring maintenance of private drives. The Business Owner's Association shall maintain all private drives, common lights, common landscaping and common areas;

**E. Special Permit**: The Special Permit to allow the operation of a drive-through for a pharmacy is **approved** subject to the following conditions of approval:

E1. If the pharmacy use should be discontinued in the future, any new land use on the site requesting to utilize the drive-through operations shall be subject to additional staff review and approval.

E2. This Special Permit shall only apply to the pharmacy on the subject site. Any other future requested drive-throughs on the adjacent parcels shall require a separate Special Permit entitlement.

**F. Variance:** The Variance to reduce the required stacking depth for a new drive through pharmacy is **approved** subject to the following conditions of approval:

F1. Any changes to the configuration or width of the drive-through lanes shall require additional staff review and approval.

**G. Plan Review:** The Plan Review for the construction of a pharmacy is **approved** subject to the following conditions of approval:

G1. The project shall conform to the attached plans. Any changes to the project shall require additional planning review and approval.

G2. The applicant shall obtain all required building and/or encroachment permits prior to commencing construction.

G3. A sign permit shall be obtained prior to construction or installation of any attached or detached sign.

G4. A minimum of 4 bicycle facilities shall be provided. A minimum of two bicycle facilities shall be Class I.

G5. The applicant shall comply with the requirements of the Mitigation Monitoring Plan developed by and kept on file in the Community Development Department (P10-044.)

G6. The storefront windows and entry facing Freeport Boulevard and Florin Road shall have clear, transparent glass.

G7. All parking spaces and maneuvering area shall meet the 50% tree shading requirements.

G8. The pedestrian walkway from Southmont Way to the pharmacy shall be installed before the final Certificate of Occupancy.

G9. As shown on the site plan, all crosswalks shall be striped or constructed with enhanced materials to emphasize areas shared by vehicles, pedestrians, and bicyclists.

G10. The trash enclosure and truck loading areas shall be finished with the same exterior finish materials as the main building as shown on the elevation plans.

G11. A minimum six foot high decorative masonry wall shall be constructed along the southern and eastern portion of the site abutting residential uses or zones. A pedestrian access gate shall be provided at the stub of Southmont Way. Design of the wall shall be approved by the Planning Division prior to construction. The wall shall be constructed before the certificate of occupancy for the first phase (pharmacy building).

G12. All installed lighting shall be directed and focused downward to minimize any glare on the adjacent residential homes.

G13. All mechanical equipment shall be screened from street views.

G14. Prior to the issuance of a building permit, the applicant shall propose and submit for review and approval by the Planning Director a “Good Neighbor Policy” including but not limited to the following: Establish a process for neighbors to communicate directly to management staff of CVS Pharmacy. A sign indicating a 24-hour emergency phone number and contact person shall be kept current and posted on the building in a clearly visible place.

**Department of Transportation**

G15. Construct standard improvements as noted in these conditions pursuant to chapter 18 of the City Code. Improvements shall be designed and constructed to City standards in place at the time that the Building Permit is issued. All improvements shall be designed and constructed to the satisfaction of the Department of Transportation. Any public improvement not specifically noted in these conditions shall be designed and constructed to City Standards. This shall include street lighting and the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk fronting the property along Florin Road per City standards and to the satisfaction of the Department of Transportation;

G16. The applicant shall dedicate and construct full frontage improvements along Freeport Boulevard per the city’s 4-lane arterial standards which include

separated sidewalks and street lights to the satisfaction of the Department of Transportation;

G17. As part of the Freeport Boulevard improvements, the applicant shall also construct a landscaped median that allows **left-in** movements only at the **northern** most driveway along Freeport Boulevard. After the northern most driveway and heading south, the median shall be constructed as a continuous landscaped median with no openings;

G18. All new driveways shall be designed and constructed to City Standards to the satisfaction of the Department of Transportation. The two proposed driveways along Freeport boulevard shall be constructed with standard right-turn lanes to the satisfaction of the Department of Transportation;

G19. The applicant shall provide for a ped/bike connection only at the entrance to the site from Southmont Way. The Ped/Bike connection shall be constructed with design features to only allow pedestrians and bikes crossings to the satisfaction of the Department of Transportation and the Fire Department;

G20. The applicant shall dedicate sufficient right-of-way (If necessary) and construct a second left turn lane for the north bound approach at the intersection of Florin Rd. and Freeport Boulevard per City standards and to the satisfaction of the Department of Transportation;

G21. The site plan shall conform to A.D.A. requirements in all respects. Construct A.D.A. compliant ramps at the south-east corner of the intersection of Florin Road Freeport Boulevard;

G22. The design and placement of walls, fences, signs and Landscaping near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height. The area of exclusion shall be determined by the Department of Transportation;

G23. Form a Business Owner's Association. CC&R's shall be approved by the City and recorded assuring maintenance of private drives. The Business Owner's Association shall maintain all private drives, common lights, common landscaping and common areas;

G24. The applicant shall record the Final Map, which creates the lot pattern shown on the proposed site plan prior to obtaining any Building Permits;

G25. The site plan shall conform to the parking requirements set forth in chapter 17 of City Code (Zoning Ordinance);

**Fire Department**

G26. Timing and Installation. When fire protection, including fire apparatus access roads and water supplies for fire protection, is required to be installed, such protection shall be installed and made serviceable prior to and during the time of construction.

G27. Provide a water flow test. (Make arrangements at the Permit Center walk-in counter: 300 Richards Blvd, Sacramento, CA 95814). CFC 508.4

G28. Provide appropriate Knox access for site

G29. Roads used for Fire Department access that are less than 28 feet in width shall be marked "No Parking Fire Lane" on both sides; roads less than 36 feet in width shall be marked on one side.

G30. An automatic fire sprinkler system shall be installed in any portion of a building when the floor area of the building exceeds 3,599 square feet.

G31. Locate and identify Fire Department Connections (FDCs) on address side of building no further than 50 feet and no closer than 15 feet from a fire hydrant.

G32. An approved fire control room shall be provided for all buildings protected by an automatic fire extinguishing system. Fire control rooms shall be located within the building at a location approved by the Chief, and shall be provided with a means to access the room directly from the exterior. Durable signage shall be provided on the exterior side of the access door to identify the fire control room. CFC 903.8

***ADVISORY NOTES:***

*Planning*

ADV1. The Plan Review approved as a part of this project is only for the development of a pharmacy on Parcel 1. Future development phases for Parcels 2- 5 will require additional entitlements and will be subject to the Zoning Code and General Plan development standards.

ADV2. The Special Permit for the drive-through is revocable if congestion attributable to inadequate vehicle stacking space for the drive-through service regularly occurs on public or private streets or alleys, or the design of the facility creates a nuisance to adjacent properties and the management of the facility cannot alleviate the situation.

ADV3. All signage shall be required to meet the City Code requirements in 15.148.

ADV4. Trash enclosures shall be required to meet the Zoning Code requirements in 17.72.

ADV5. As encouraged in the Freeport Boulevard Streetscape Master Plan, staff recommends trees along Freeport Boulevard be spaced 24 feet on center.

*Police Department*

ADV6. All the windows on the front and sides of the store should remain free of obstructions in order to enhance public safety through increased visibility.

*Department of Utilities*

ADV7. Each parcel shall have one metered domestic water service. Excess services shall be abandoned to the satisfaction of the Department of Utilities (DOU);

ADV8. All onsite water, sewer and storm drainage shall be private systems maintained by the owner; (DOU)

ADV9. An onsite surface drainage system is required and shall be connected to the street drainage systems by means of a storm drain service tap. All onsite systems shall be designed to the standard for private storm drainage systems (per Section 11.12 of the Design and Procedures Manual); (DOU)

ADV10. The Department of Utilities suggests that the applicant request a water supply test to determine what pressure and flows the surrounding public water distribution system can provide to the site. This information can then be used to assist the engineers in the design of the fire suppression systems; (DOU)

ADV11. City Code 13.04.570 requires that no fire service shall be installed across any parcel other than the parcel to which the services is being furnished, provided that the fire chief may in his or her discretion, authorize a fire service line that serves more than one parcel, upon the recording of an agreement, in a form approved by the City, that fully provides for the operation, maintenance and repair of the line, and grants a permanent easement for these purposes, at no cost or liability to the City; (DOU)

ADV12. The applicant must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance requires the applicant to show erosion and sediment control methods on the improvement plans. These plans shall also show methods to control urban runoff pollution from the project site during construction; (DOU)

ADV13. The applicant is required to comply with the "NPDES General Permit for Stormwater Discharges Associated with Construction Activity" (State Permit). To comply with the State Permit, the applicant will need to file a Notice of

Intent (NOI) with the State Water Resources Control Board (SWRCB) and prepare a Stormwater Pollution Prevention Plan (SWPPP) prior to construction. A copy of the State Permit and NOI may be obtained from www.swrcb.ca.gov/stormstr/construction.html. The SWPPP will be reviewed by the Department of Utilities prior to issuing a grading permit. The following items shall be included in the SWPPP: (1) vicinity map, (2) site map, (3) list of potential pollutant sources, (4) type and location of erosion and sediment BMP's, (5) name and phone number of person responsible for SWPPP and (6) certification by property owner or authorized representative; (DOU)

ADV14. Post construction, stormwater quality control measures shall be incorporated into the development to minimize the increase of urban runoff pollution caused by development of the area. Since the project is not served by a regional water quality control facility and is greater than 1 acre, both source controls and onsite treatment control measures are required. Onsite treatment control measures may affect site design and site configuration and therefore, should be considered during the early planning stages. Improvement plans must include onsite treatment control measures. Refer to the "Stormwater Quality Manual for the Sacramento and South Placer Regions" dated May 2007 for appropriate source control measures and onsite treatment control measures; (DOU)

ADV15. The proposed project is located in the Flood zone designated as Shaded **X** zone on the Federal Emergency Management Agency (FEMA) Federal Insurance Rate Maps (FIRMs) that have been revised by a Letter of Map Revision effective December 8, 2008. Within the Shaded X zone, there are no requirements to elevate or flood proof; (DOU)

*Department of Transportation*

ADV16. If unusual amounts of bone, stone, or artifacts are uncovered, work within 50 meters of the area will cease immediately and a qualified archaeologist shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less than significant effect before construction resumes. A note shall be placed on the final improvement plans referencing this condition; (DOT)

*Fire Department*

ADV17. Fire service mains shall not cross property lines unless a reciprocal easement agreement is provided. *This shall apply to future development of the remaining 4 parcels;* (FIRE)

*Sewer District*

ADV18. Developing this property will require the payment of SRCSD sewer impact fees. Impact fees shall be paid prior to filing and recording the Final Map or

issuance of Building Permits, whichever is first. Applicant should contact the Fee quote Desk at 876-6100 for sewer impact fee information; (SASD)

*Parks Department*

ADV19. As per City Code, the applicant will be responsible to meet his/her obligations regarding: Title 18, 18.44 Park Development Impact Fee, due at the time of issuance of building permit. The Park Development Impact Fee (PIF) due for this project is estimated at $2,805. This is based on 16,500 square feet at the Specified Infill Commercial/Retail Rate of $0.17 cents per square foot. Any change in these factors will change the amount of the PIF due. The fee is calculated using factors at the time that the project is submitted for building permit; (PARKS)

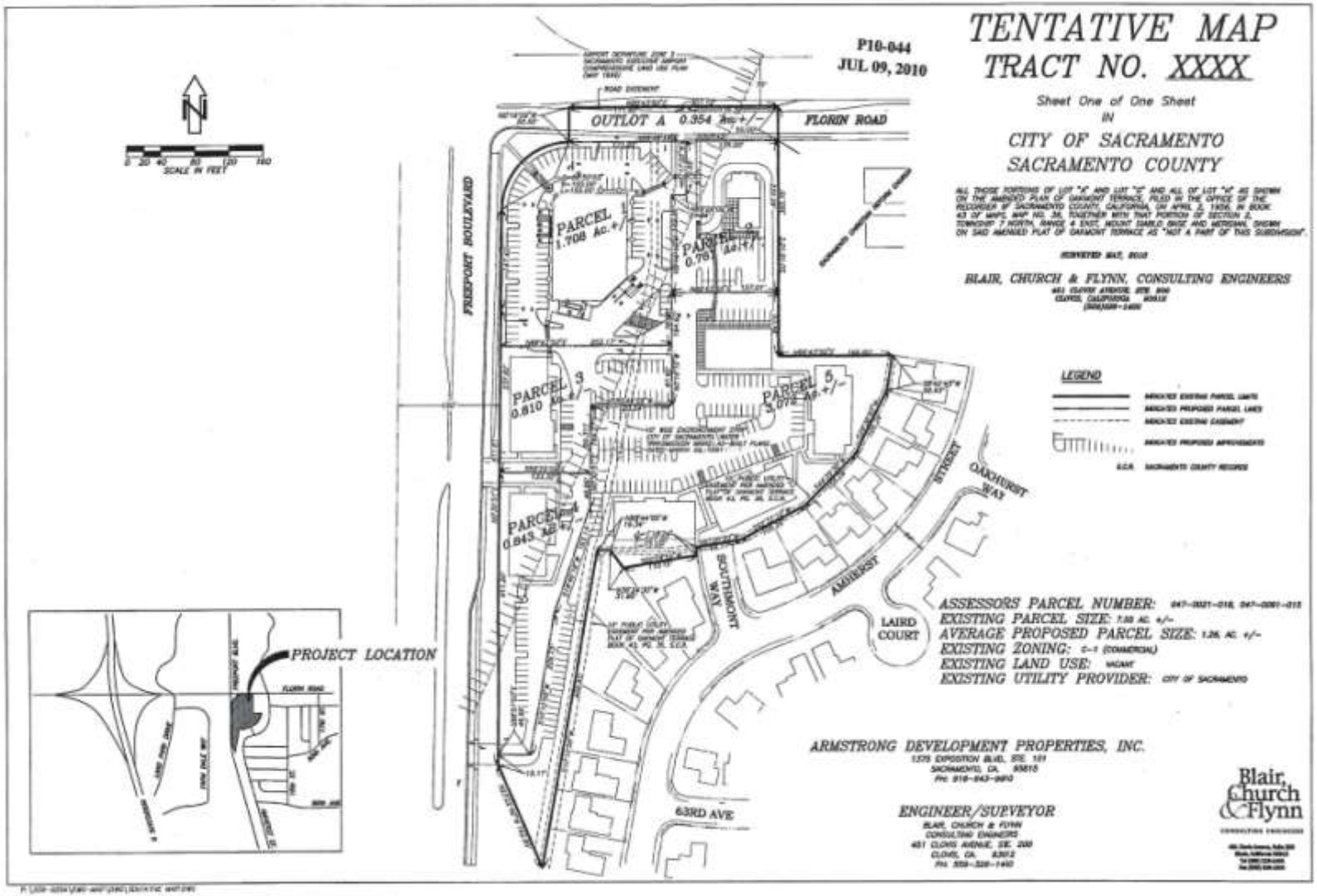
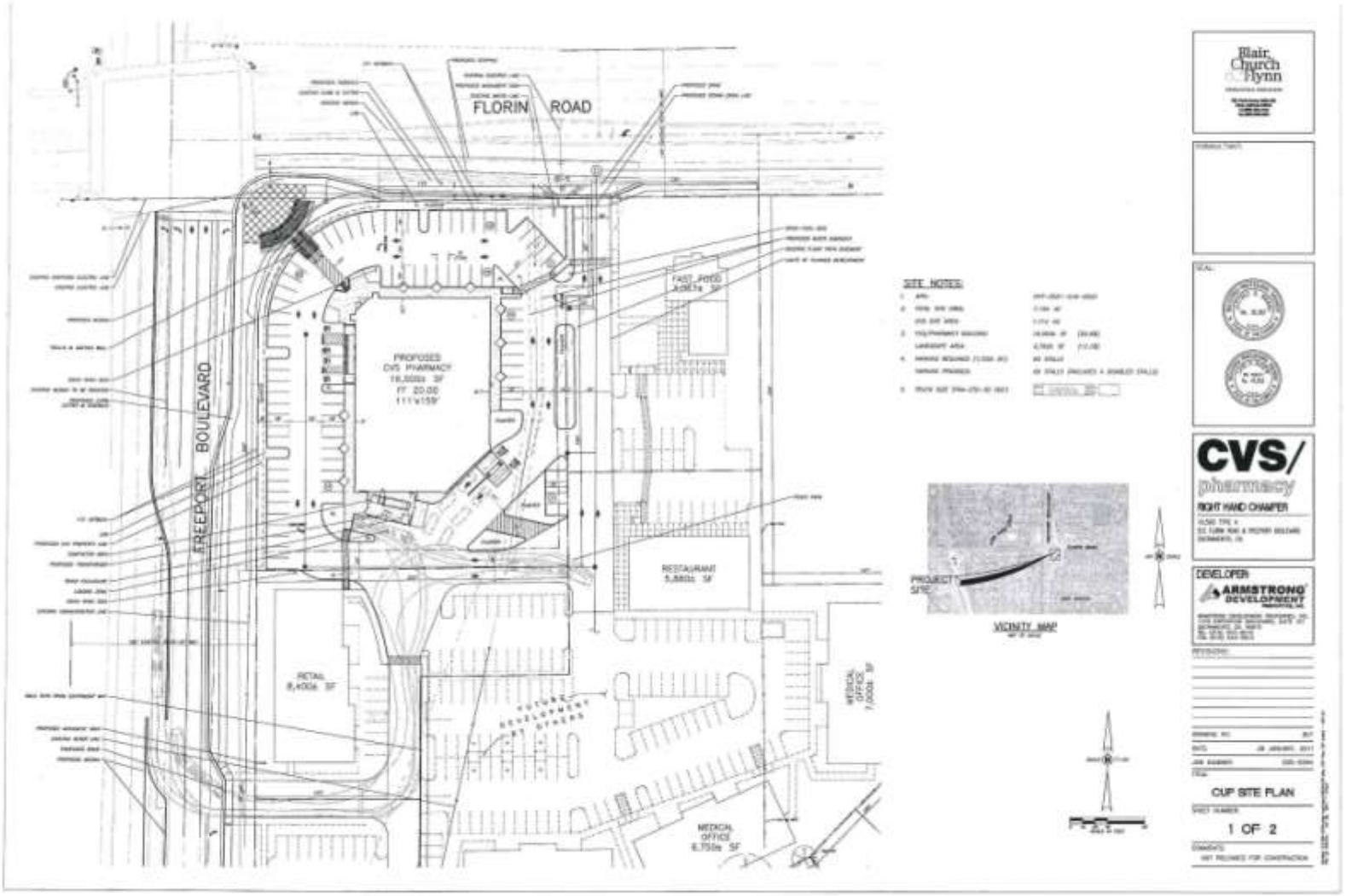



Exhibit A: Tentative Map

Subject: CVS Pharmacy (P10-044)

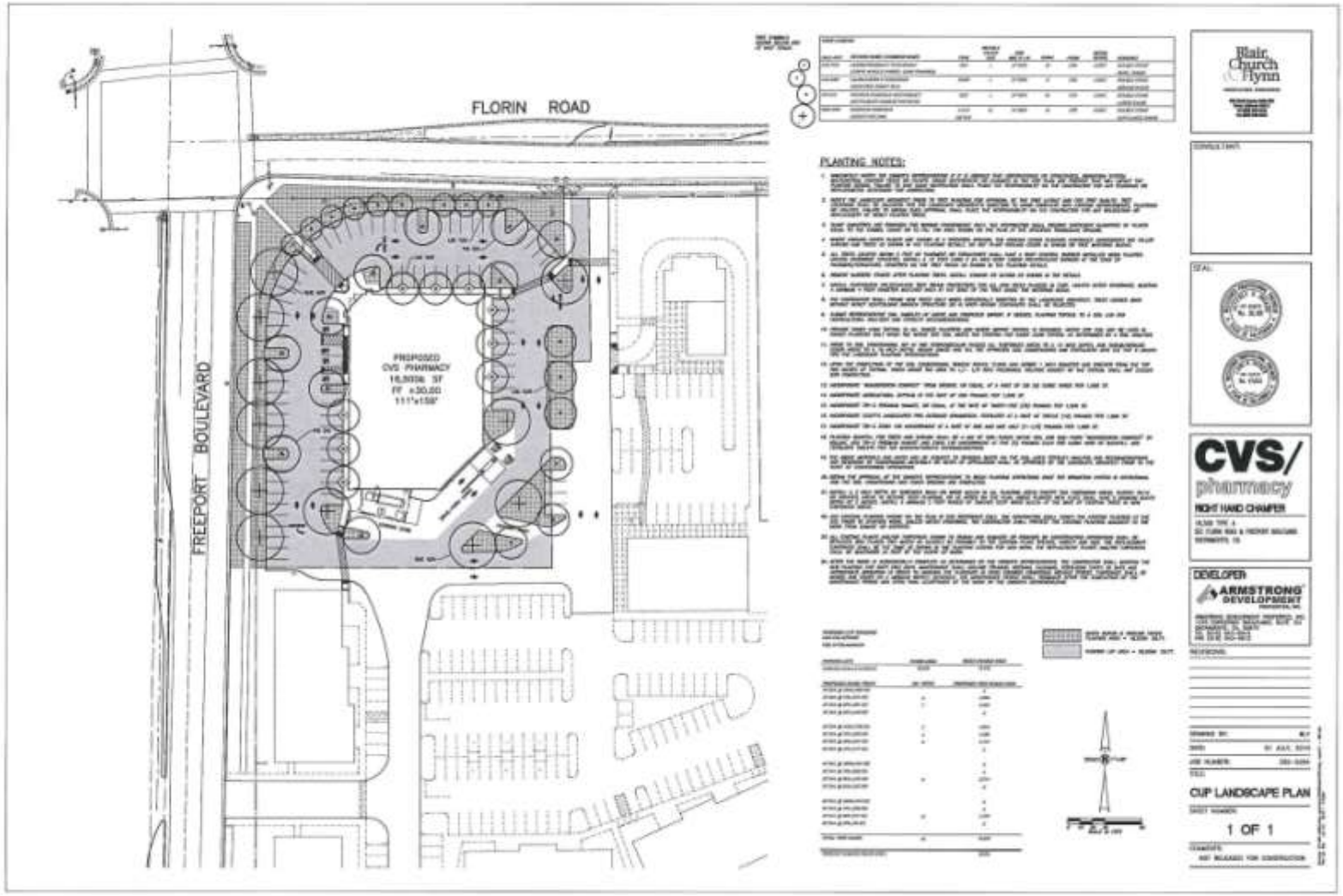
February 10, 2011

Exhibit B: Site Plan




Item #5

Exhibit C: Landscape Plan



Subject: CVS Pharmacy (P10-044)

February 10, 2011

Exhibit D: Floor Plan

Exhibit E: Elevations

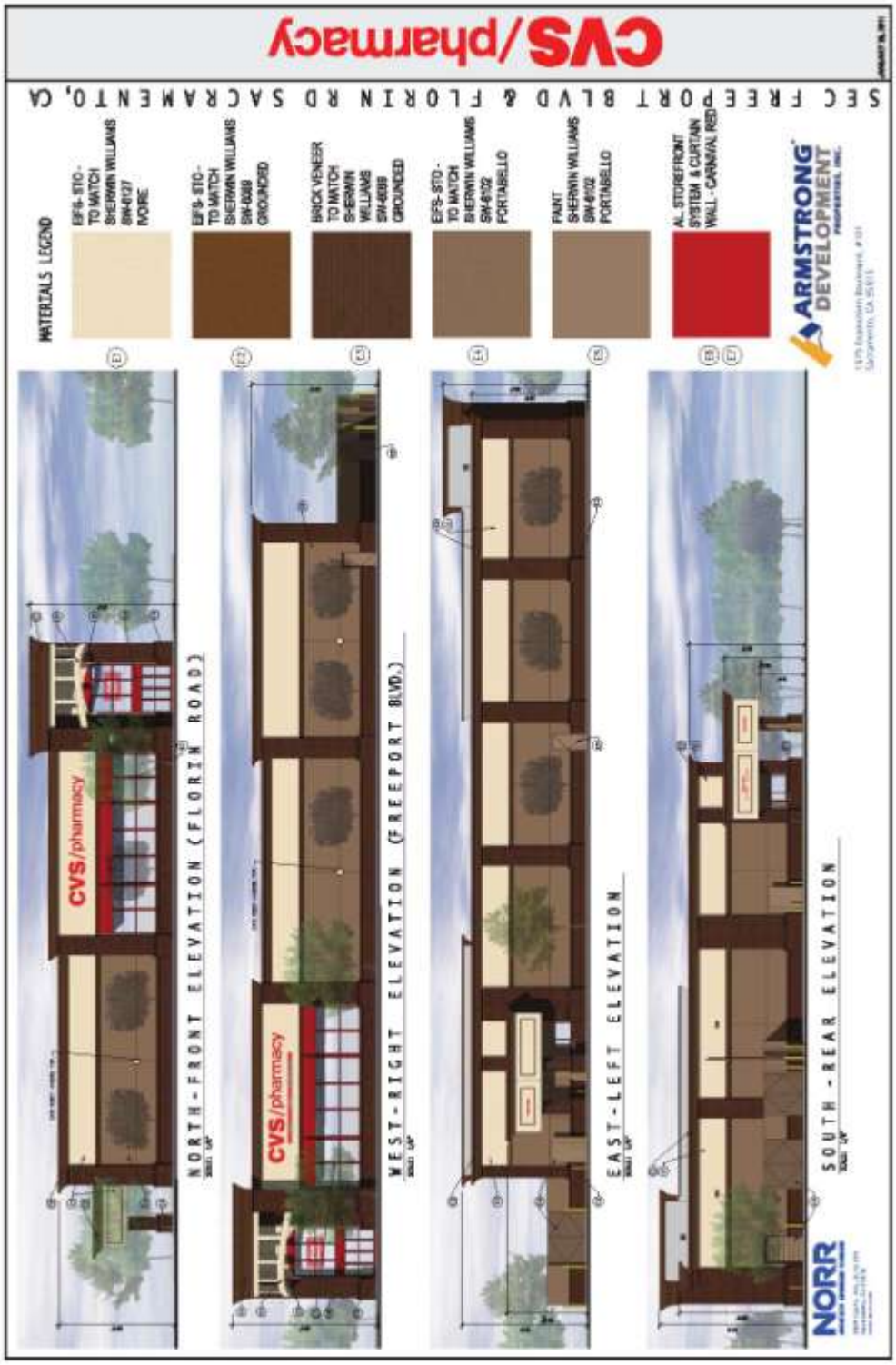
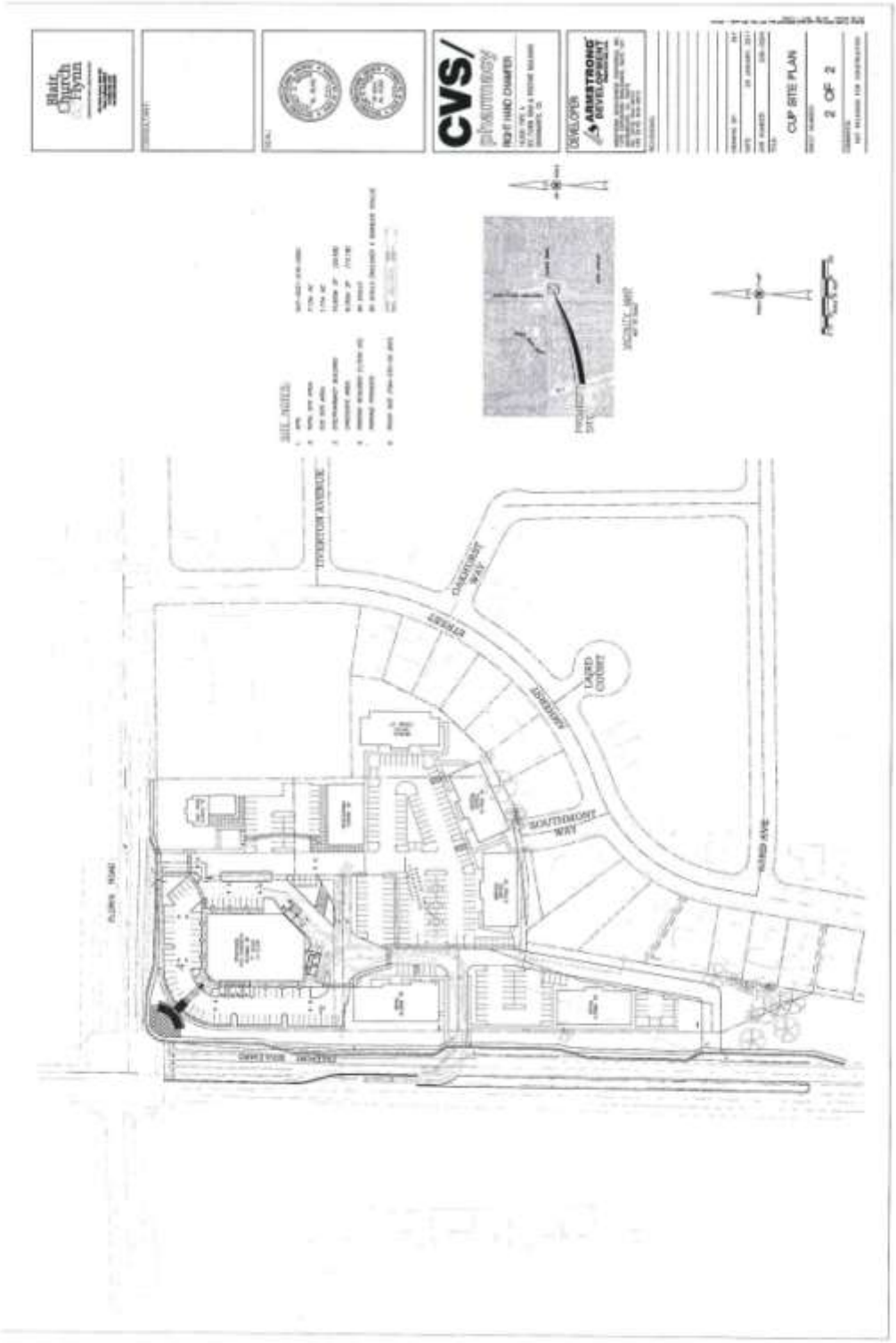


Exhibit F: Conceptual Site Development



Attachment 5: Land Use and Zoning Map

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Attachment 6: Aerial Map

ARMSTRONG DEVELOPMENT PROPERTIES, INC.

1375 Exposition Blvd.
Suite 101
Sacramento, CA 95815
916-643-9610 Phone
916-643-9613 Fax

# Occupancy Rate Comparative Analysis Study

CVS/pharmacy #9823
SEC Florin & Freeport, Sacramento, CA
October 22, 2010

## Purpose

The Purpose of this Study is to determine the anticipated occupancy rates for the proposed CVS/pharmacy located at the southeast corner of Florin Road and Freeport Boulevard in Sacramento, California and to confirm conformance to the standards outlined in the Sacramento Executive Airport Comprehensive Land Use Plan (CLUP). As defined in the CLUP, the CVS/pharmacy building is proposed to be located within the Approach-Departure Zone 2 safety area. While a retail drug store, such as CVS/pharmacy, is listed as a compatible use for the Approach-Departure Zone 2, it must be determined that the use does not result in concentrations of people greater than 50 persons per acre at any time. The following study was conducted in order to confirm that the CVS/pharmacy project will not exceed the concentration of people restrictions set forth in the Sacramento Executive Airport CLUP.

## Method

### *Maximum Occupancy Rate*

The proposed CVS/pharmacy will be developed on approximately 1.68 acres of land within the Approach-Departure Zone 2. By multiplying 50 (persons per acre) by 1.68 acres (of land), it is determined that the CVS/pharmacy cannot generate more than 84 persons at any time in order to comply with the regulations set forth in the Sacramento Executive Airport CLUP.

### *Sample Store Selection*

In order to determine the estimated occupancy rates of the new CVS/pharmacy location, customer counts for existing locations were taken using an ingress and egress counting device that counts each time an individual enters or exits the store. The design of the front door of existing CVS/pharmacy locations vary such that some stores have a door that swings into the store while others have a sliding door system. In stores equipped with a swinging door, when an individual enters the store, the door will interfere with the sensor counting ingress movements which will impact the accuracy of the customer counts. As such, only the data from the egress counting sensor was collected for the purpose of this study.

Only a few CVS/pharmacy locations throughout the Country are equipped with customer counting devise used for this study. After analyzing the characteristics of each existing CVS/pharmacy that

is equipped with this system, two locations were identified to be used for this study. The two stores that were analyzed were:

- **CVS/pharmacy #9823 – 1349 Florin Road in Sacramento, California (Existing Store)**
- **CVS/pharmacy #6867 – 4490 Paradise Road in Las Vegas, Nevada (Paradise Road)**

The reason for selecting the store located at 1349 Florin Rd. is that the new CVS/pharmacy will be the relocation for this store. The existing store is located at the northwest corner of the same location as the new store and is also located within the Approach-Departure Zone 2. It is assumed, the number of customers that are currently generated for the existing location will be retained at the new CVS/pharmacy location.

The reason for selecting the store located at 4490 Paradise Road is that this store shares characteristics with both the existing and the new CVS/pharmacy locations at the intersection of Florin Rd. & Freeport Blvd. For instance, the CVS/pharmacy on Paradise Road is an established store with comparable sales figures to the existing CVS/pharmacy. However, the Paradise Road location also shares some of the physical characteristics of the new store such as has having similar building square footages as well as having drive-through facilities for pharmaceutical pickup and drop off. In addition, the Paradise Road location is open 24 hours a day; consistent with the proposed hours of operation for the new CVS/pharmacy. It should also be noted that, compared to the intersection of Florin Road & Freeport Boulevard, the Paradise Road location is in a more densely populated area; located near the University of Nevada – Las Vegas Campus, McCarran International Airport, and several large Hotels and Casinos.

A side by side comparison of the three stores (existing, new, and Paradise Road locations) is provided as Exhibit A to this study.

***Days & Duration of Counts***

The customer counts were collected for the existing store at 1349 Florin Rd. from Thursday August 26, 2010 through Monday August 30, 2010 while counts for 4490 Paradise Rd were collected from Thursday October 7, 2010 through Sunday October 10, 2010. These periods were chosen based on historical data that suggests this timeframe to be the busiest days of operation for a typical CVS/pharmacy location during the week.

According to formal research conducted previously by CVS/pharmacy, 87% of customers spend less than 15 minutes visiting a CVS/pharmacy. Additionally, over half of customers spend less than 5 minutes visiting a store. An excerpt of this research project, entitled "The In-Store Experience Study" is included as Exhibit B of this study. Based on this study and the length of the vast majority of customer's visits, the collected customer counts were organized into 15 minute increments.

## Results

Based on the count of customers leaving each store, a reasonable estimate on the number of people in the store during a 15 minute period can be established. The raw data collected for the existing CVS/pharmacy located at 1349 Florin Rd and 4490 Paradise Rd. are included in the attached Exhibit C and Exhibit D respectively. The Following is a summary of the data collected for each store:

**CVS/pharmacy #9823 – 1349 Florin Road in Sacramento, California (Existing Store):**

- Highest Number of Customers Within a 15 Minute Period: 60 customers
- Lowest Number of Customers Within a 15 Minute Period: 3 customers
- Range of Daily Average of Customers Within a 15 Minute Period: +/- 23-27 Customers

**CVS/pharmacy #6867 – 4490 Paradise Road in Las Vegas, Nevada (Paradise Road)**

- Highest Number of Customers Within a 15 Minute Period: 66 customers
- Lowest Number of Customers Within a 15 Minute Period: 1 customer
- Range of Daily Average of Customers Within a 15 Minute Period: +/- 21-26 Customers

Furthermore, while the existing CVS/pharmacy located at 1349 Florin Road had a high occupancy rate of 60, the number of customers within a 15 minute period did not exceed 50 in any other period. Similarly, the Paradise Road location only had two 15 minute periods in which the customer count exceeded 60.

It should be noted that this study does not take into account the number of employees staffed at a CVS/pharmacy location during the days in which the data was collected. The typical number of employees staffed at a given time throughout the day may be between 4-12 depending on time of day, year and other factors. Even is it is assumed that a high estimate of 12 employees were staffed during the busiest 15 minute time increments for either of the CVS/pharmacy locations, the total number of people located within the stores during this timeframe would still not exceed the maximum number of 50 persons per acre allowed pursuant to the Sacramento Executive Airport CLUP. For instance, if 12 employees were added to the highest number of customers within a 15 minute period at the CVS/pharmacy located at 1349 Florin Road (60), the total number of people during this timeframe would only be 72. If the same method is applied to the Paradise Road location, the most people within this store in a 15 minute increment is 78.

This study also does not factor for employees exiting the store through the front door because the counting devices that were used for this study have no way to distinguish an employee from a customer. Throughout the day, employees may exit the store through the front door to conduct various tasks including to: assist customers, retrieve shopping carts, or empty trash receptacles. While employees performing such tasks would be included in the statistics provided in the attached Exhibit C and Exhibit D; they would also be accounted for in the conservative estimate provided above for the total number of people in a 15 minute increment (Customers + 12 Employees). Therefore, it is entirely reasonable to assume that the estimated number of total people for each store could be lower than the 72 and 78 people for the respective stores.

## Conclusion

Based on the statistics provided, the proposed CVS/pharmacy located at the southeast corner of Florin Road and Freeport will generate a maximum occupancy less than 84 people at any time. Therefore, the proposed project located on 1.68 acres of land can be deemed compatible with the regulations for the Approach-Departure Zone 2 safety area of the Sacramento Executive Airport Comprehensive Land Use Plan.

# Exhibit A
## Comparison of CVS/pharmacy Stores

| Store Information & Characteristics | 9823 (New Store) | 6867 (Paradise Road) | 9823 (Existing Store) |
|---|---|---|---|
| Address | To Be Determined | 4490 Paradise Road | 1349 Florin Road |
| City | Sacramento | Las Vegas | Sacramento |
| State | California | Nevada | California |
| Retail Store Hours of Operation | Mo-Fr: Open 24 Hours<br>Sa: Open 24 Hours<br>Su: Open 24 Hours | Mo-Fr: Open 24 Hours<br>Sa: Open 24 Hours<br>Su: Open 24 Hours | Mo-Fr: 7:00 AM - 10:00 PM<br>Sa: 7:00 AM - 10:00 PM<br>Su: 8:00 AM - 10:00 PM |
| Total Retail Store Hours (Weekly) | 168 | 168 | 104 |
| Pharmacy Hours of Operation (Per Day) | To Be Determined | Mo-Fr: 8:00 AM - 10:00 PM<br>Sa: 9:00 AM - 6:00 PM<br>Su: 10:00 AM - 6:00 PM | Mo-Fr: 9:00 AM - 9:00 PM<br>Sa: 9:00 AM - 6:00 PM<br>Su: 10:00 AM - 6:00 PM |
| Total Pharmacy Hours (Weekly) | To Be Determined | 67 | 77 |
| Store Type | Freestanding | Freestanding | In-Line (End Cap) |
| Drive-Through Facilities | Yes | Yes | No |
| Years Open | N/A | 6 | 34 |
| Total Building Area (Sq. Ft.) | 16,500 | 13,013 | 27,802 |
| Retail Area (Sq. Ft.) | 12,890 | 10,882 | 18,600 |
| | | | |
| **Total Sales & Customer Counts for 2009** | **9823 (New Store)** | **6867 (Paradise Road)** | **9823 (Existing Store)** |
| Retail Sales Total ( $ ) | To Be Determined | $6,652,543 | $4,223,701 |
| Perscriptions Total | To Be Determined | 39,825 | 70,842 |
| Total Sales ( $ ) | To Be Determined | $8,897,647 | $7,847,007 |
| Total Customer Count | To Be Determined | 551,067 | 347,014 |

# Exhibit B

Excerpt From "In-Store Experience Study"

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## Dissecting The Shopping Trip

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## Trip duration – in minutes/total sample

- And just over half of the customers spend less than 5 minutes in the stores during their entire visit.

| Trip Duration (%) | Total |
|---|---|
| 15+ minutes | 13 |
| 10-15 minutes | 11 |
| 5-10 | 24 |
| Under 5 minutes | 51 |
| Mean trip duration (minutes) | 8.0 |

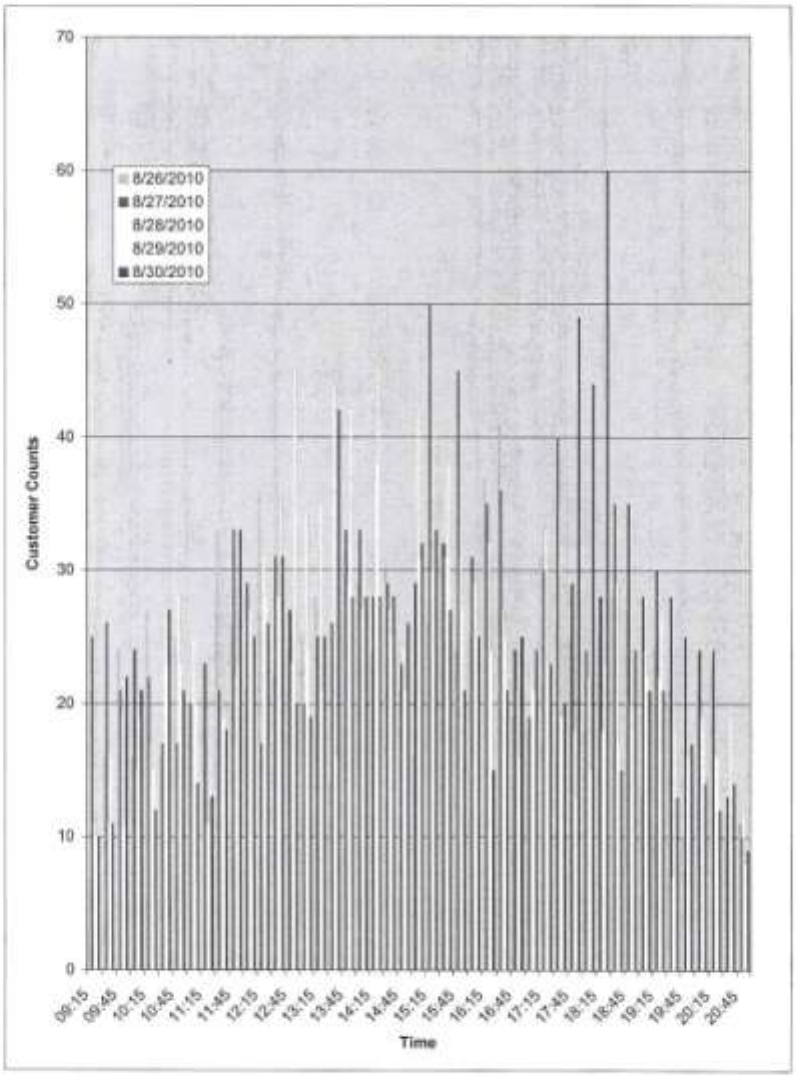
# Exhibit C - Data

CVS/pharmacy #9823 - 1349 Florin Road - Sacramento, CA
Customer Counts (door exits) by 15 minute increments

| | Thurs | Fri | Sat | Sun | Mon |
|---|---|---|---|---|---|
| time (end) | 8/26/2010 | 8/27/2010 | 8/28/2010 | 8/29/2010 | 8/30/2010 |
| 09:15 | 7 | 25 | 11 | 10 | 10 |
| 09:30 | 16 | 26 | 11 | 16 | 11 |
| 09:45 | 24 | 21 | 19 | 11 | 22 |
| 10:00 | 16 | 24 | 15 | 19 | 21 |
| 10:15 | 27 | 22 | 17 | 15 | 12 |
| 10:30 | 16 | 17 | 27 | 23 | 27 |
| 10:45 | 25 | 17 | 28 | 23 | 21 |
| 11:00 | 20 | 20 | 25 | 20 | 14 |
| 11:15 | 23 | 23 | 11 | 16 | 13 |
| 11:30 | 33 | 21 | 23 | 19 | 18 |
| 11:45 | 26 | 33 | 22 | 23 | 33 |
| 12:00 | 21 | 29 | 27 | 25 | 25 |
| 12:15 | 36 | 17 | 31 | 28 | 26 |
| 12:30 | 22 | 31 | 28 | 35 | 31 |
| 12:45 | 24 | 27 | 23 | 45 | 20 |
| 13:00 | 25 | 20 | 34 | 24 | 19 |
| 13:15 | 28 | 25 | 35 | 21 | 25 |
| 13:30 | 14 | 26 | 44 | 16 | 42 |
| 13:45 | 30 | 33 | 29 | 42 | 28 |
| 14:00 | 29 | 33 | 27 | 32 | 28 |
| 14:15 | 24 | 28 | 38 | 45 | 28 |
| 14:30 | 30 | 29 | 27 | 25 | 28 |
| 14:45 | 21 | 23 | 24 | 21 | 26 |
| 15:00 | 16 | 29 | 42 | 31 | 32 |
| 15:15 | 26 | 50 | 30 | 40 | 33 |
| 15:30 | 32 | 32 | 31 | 38 | 27 |
| 15:45 | 24 | 45 | 31 | 27 | 21 |
| 16:00 | 25 | 31 | 29 | 35 | 25 |
| 16:15 | 37 | 35 | 32 | 24 | 15 |
| 16:30 | 41 | 36 | 27 | 25 | 21 |
| 16:45 | 19 | 24 | 21 | 16 | 25 |
| 17:00 | 18 | 19 | 23 | 21 | 24 |
| 17:15 | 31 | 30 | 33 | 23 | 23 |
| 17:30 | 17 | 40 | 35 | 19 | 20 |
| 17:45 | 25 | 29 | 18 | 13 | 49 |
| 18:00 | 18 | 24 | 22 | 15 | 44 |
| 18:15 | 25 | 28 | 18 | 23 | 60 |
| 18:30 | 28 | 35 | 29 | 17 | 15 |
| 18:45 | 27 | 35 | 20 | 18 | 24 |
| 19:00 | 13 | 28 | 24 | 22 | 21 |
| 19:15 | 24 | 30 | 22 | 27 | 21 |
| 19:30 | 21 | 28 | 7 | 18 | 13 |
| 19:45 | 10 | 25 | 16 | 10 | 17 |
| 20:00 | 21 | 24 | 19 | 18 | 14 |
| 20:15 | 23 | 24 | 16 | 18 | 12 |
| 20:30 | 10 | 13 | 19 | 3 | 14 |
| 20:45 | 11 | 10 | 12 | 8 | 9 |
| **Daily Customer Totals** | **1079** | **1274** | **1152** | **1059** | **1107** |
| **Number of 15 Minute Increments per Day** | **47** | **47** | **47** | **47** | **47** |
| **Average Number of Customers in a 15 Minute Increment** | **22.96** | **27.11** | **24.51** | **22.53** | **23.55** |

## Exhibit C - Graph

CVS/pharmacy #9823 - 1349 Florin Road - Sacramento, CA
Customer Counts (door exits) by 15 minute increments



# Exhibit D - Data

CVS/pharmacy #6867 - 4490 Paradise Road - Las Vegas, NV
Customer Counts (door exits) by 15 minute increments

| | Thurs | Fri | Sat | Sun |
|---|---|---|---|---|
| Time (end) | 12-1 | 12-1 | 12-1 | 12-1 |
| 00-00 | 4 | 4 | 7 | 6 |
| 00-15 | 6 | 7 | 4 | 5 |
| 00-30 | 4 | 14 | 8 | 9 |
| 00-45 | 9 | 14 | 10 | 11 |
| 01-00 | 5 | 1 | 8 | 5 |
| 01-15 | 6 | 14 | 7 | 9 |
| 01-30 | 7 | 6 | 7 | 7 |
| 01-45 | 3 | 6 | 12 | 7 |
| 02-00 | 14 | 9 | 10 | 11 |
| 02-15 | 11 | 12 | 29 | 17 |
| 02-30 | 17 | 21 | 13 | 17 |
| 02-45 | 10 | 20 | 23 | 18 |
| 03-00 | 15 | 23 | 15 | 18 |
| 03-15 | 21 | 27 | 21 | 23 |
| 03-30 | 17 | 27 | 20 | 21 |
| 03-45 | 24 | 16 | 18 | 19 |
| 04-00 | 22 | 24 | 14 | 20 |
| 04-15 | 28 | 35 | 26 | 29 |
| 04-30 | 28 | 21 | 27 | 25 |
| 04-45 | 23 | 13 | 26 | 21 |
| 05-00 | 25 | 26 | 33 | 28 |
| 05-15 | 24 | 35 | 45 | 35 |
| 05-30 | 22 | 28 | 33 | 28 |
| 05-45 | 21 | 35 | 47 | 34 |
| 06-00 | 23 | 38 | 18 | 26 |
| 06-15 | 34 | 25 | 25 | 28 |
| 06-30 | 21 | 25 | 50 | 32 |
| 06-45 | 27 | 24 | 29 | 27 |
| 07-00 | 29 | 35 | 31 | 32 |
| 07-15 | 22 | 33 | 29 | 28 |
| 07-30 | 28 | 24 | 48 | 33 |
| 07-45 | 23 | 38 | 27 | 29 |
| 08-00 | 24 | 57 | 44 | 42 |
| 08-15 | 36 | 35 | 33 | 35 |
| 08-30 | 31 | 42 | 47 | 10 |
| 08-45 | 43 | 31 | 40 | 38 |
| 09-00 | 30 | 33 | 20 | 29 |
| 09-15 | 28 | 19 | 44 | 36 |
| 09-30 | 26 | 27 | 36 | 33 |
| 09-45 | 25 | 41 | 37 | 19 |
| 10-00 | 36 | 29 | 45 | 22 |
| 10-15 | 40 | 34 | 37 | 18 |
| 10-30 | 35 | 26 | 49 | 30 |
| 10-45 | 33 | 43 | 57 | 25 |
| 11-00 | 33 | 62 | 41 | 24 |
| 11-15 | 38 | 66 | 34 | 24 |
| 11-30 | 31 | 31 | 43 | 29 |
| 11-45 | 45 | 53 | 49 | 25 |
| 12-00 | 41 | 38 | 45 | 38 |
| 12-15 | 37 | 32 | 45 | 23 |
| 12-30 | 39 | 50 | 48 | 36 |

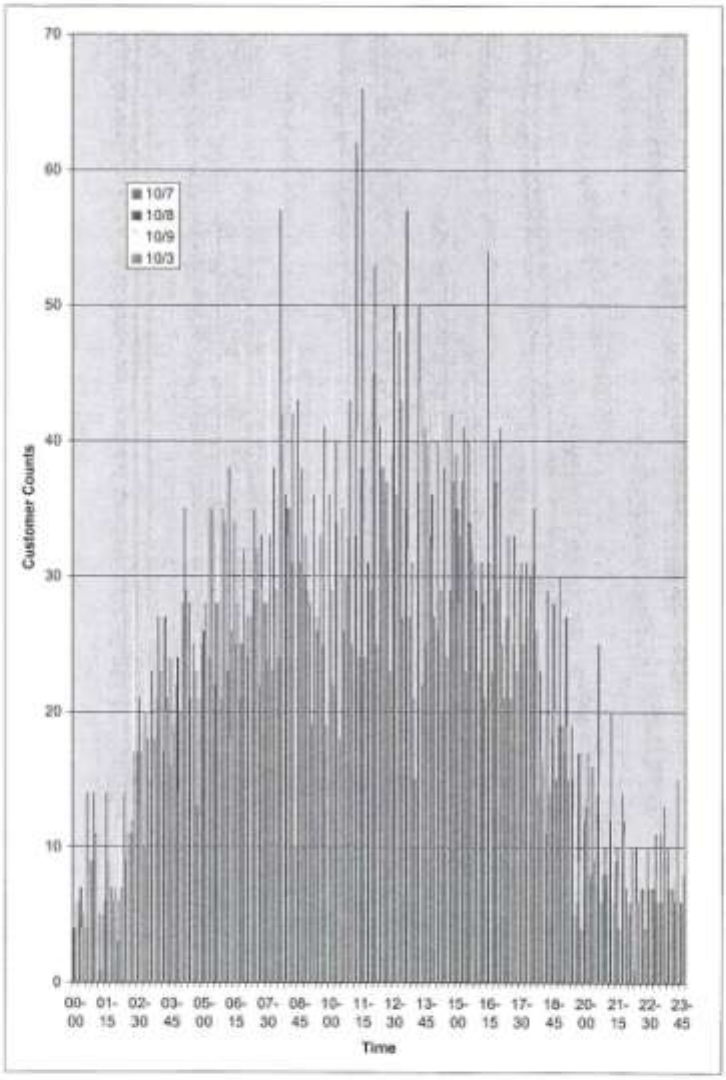
# Exhibit D - Data (cont.)

CVS/pharmacy #6867 - 4490 Paradise Road - Las Vegas, NV
Customer Counts (door exits) by 15 minute increments

| Time period | Thurs | Fri | Sat | Sun |
|---|---|---|---|---|
| 12-45 | 45 | 45 | 52 | 27 |
| 13-00 | 35 | 57 | 32 | 27 |
| 13-15 | 31 | 21 | 34 | 15 |
| 13-30 | 37 | 50 | 44 | 22 |
| 13-45 | 41 | 25 | 42 | 40 |
| 14-00 | 33 | 36 | 32 | 27 |
| 14-15 | 26 | 40 | 43 | 29 |
| 14-30 | 20 | 38 | 38 | 24 |
| 14-45 | 29 | 42 | 40 | 37 |
| 15-00 | 39 | 35 | 28 | 33 |
| 15-15 | 37 | 41 | 34 | 23 |
| 15-30 | 40 | 34 | 45 | 32 |
| 15-45 | 31 | 29 | 40 | 23 |
| 16-00 | 31 | 28 | 26 | 21 |
| 16-15 | 54 | 31 | 36 | 23 |
| 16-30 | 40 | 37 | 35 | 29 |
| 16-45 | 41 | 25 | 29 | 21 |
| 17-00 | 27 | 33 | 26 | 21 |
| 17-15 | 25 | 33 | 27 | 23 |
| 17-30 | 30 | 31 | 29 | 25 |
| 17-45 | 31 | 27 | 29 | 30 |
| 18-00 | 31 | 35 | 30 | 26 |
| 18-15 | 14 | 23 | 17 | 16 |
| 18-30 | 11 | 29 | 18 | 14 |
| 18-45 | 18 | 28 | 20 | 15 |
| 19-00 | 19 | 30 | 22 | 19 |
| 19-15 | 17 | 27 | 19 | 15 |
| 19-30 | 19 | 15 | 13 | 5 |
| 19-45 | 6 | 17 | 9 | 4 |
| 20-00 | 12 | 13 | 14 | 17 |
| 20-15 | 8 | 16 | 11 | 9 |
| 20-30 | 14 | 25 | 15 | 6 |
| 20-45 | 8 | 10 | 9 | 8 |
| 21-00 | 12 | 20 | 13 | 6 |
| 21-15 | 9 | 10 | 8 | 4 |
| 21-30 | 14 | 12 | 11 | 7 |
| 21-45 | 5 | 6 | 7 | 10 |
| 22-00 | 1 | 10 | 6 | 6 |
| 22-15 | 7 | 7 | 6 | 4 |
| 22-30 | 10 | 7 | 8 | 7 |
| 22-45 | 7 | 11 | 6 | 6 |
| 23-00 | 11 | 6 | 10 | 13 |
| 23-15 | 10 | 7 | 8 | 7 |
| 23-30 | 7 | 6 | 9 | 15 |
| 23-45 | 6 | 6 | 7 | 8 |
| **Daily Customer Totals** | **2226** | **2541** | **2552** | **1992** |
| **Number of 15 Minute Increments per Day** | **96** | **96** | **96** | **96** |
| **Average Number of Customers in a 15 Minute Increment** | **23.19** | **26.47** | **26.58** | **20.75** |

## Exhibit D - Graph

CVS/pharmacy #6867 - 4490 Paradise Road - Las Vegas, NV
Customer Counts (door exits) by 15 minute increments



Attachment 8: Airport Land Use Commission Approval

cramento Area
uncil of
vernments

1415 L Street,
Suite 300
Sacramento, CA
95814

tel: 916.321.9000
fax: 916.321.9551
tdd: 916.321.9550
www.sacog.org

Mr. Evan Compton
City of Sacramento Planning Department
300 Richards Blvd, Third Floor
Sacramento, CA 95811

November 9, 2010

Mr. Compton:

On behalf of the Airport Land Use Commission, this letter serves as the staff's formal review of the proposed CVS Pharmacy at the southeast corner of Freeport Boulevard and Florin Road. The city of Sacramento provided the ALUC with a map of the site plan, tentative map, and a letter from the applicant, Armstrong Development, regarding the proposed development and occupancy rate analysis.

The proposal is to construct a 16,500 square foot retail drug store on a parcel of land located at the site described above. This subject parcel is one of six proposed parcels that will result when a 7.35 acre parcel (APN 047-0021-018-0000) is subdivided. According to information provided by the applicant, the subject parcel is 1.68 acres and is located on the northwest corner. It is identified as "Parcel 1" on the Tentative Map that was provided by the city (if this map changes, and Parcel 1 is affected, the ALUC requests to review it accordingly; note that the map says this parcel is 1.708 acres). This is the only proposed parcel being reviewed for this application. Any other proposed development on the five remaining proposed parcels will be handled independently of this review. For any development on those parcels will be reviewed based solely on the size of each parcel and what is proposed; "transferability" amongst the parcels will not be considered by the ALUC.

The subject parcel lies within the Influence Area of the Executive Airport Comprehensive Land Use Plan (CLUP). As such, this project is subject to the three standards within the CLUP: height, noise and safety. This review examines each standard.

Height: The assumed height of the building is assumed not be incompatible with the CLUP. The building is assumed to be less than 50 feet tall. Unless the ALUC is notified otherwise, it will not need to review the building height and assumes the proposal is compatible with this standard.

Noise: The project lies outside of the 65 CNEL noise contours, and is therefore not subject to the CLUP's noise restrictions.

Safety: The subject parcel does lie within the CLUP's Approach Departure 1 Safety Zone. The CLUP identifies a list of compatible and incompatible land uses within

Auburn
Citrus Heights
Colfax
Davis
El Dorado County
Elk Grove
Folsom
Galt
Isleton
Lincoln
Live Oak
Loomis
Marysville
Placer County
Placerville
Rancho Cordova
Rocklin
Roseville
Sacramento
Sacramento County
Sutter County
West Sacramento
Wheatland
Winters
Woodland
Yolo County
Yuba City
Yuba County

this safety zone. "Grocery store and drug store" are listed as compatible if "they do not result in concentrations of people greater than 50 persons per acre at any time".

According to the CLUP standards, the 1.68 acre subject parcel may have a maximum of 84 persons at any given time. The drug store is the only proposed land use within the subject parcel. The applicant has provided detailed occupancy studies at two other CVS pharmacies, including the one that the proposed project will replace. According to the data provided, neither exceeded the standard of 84 persons at any given time despite being substantially larger stores than the proposed. In addition, based on the ALUC's prior experience with occupancy rates and related planning issues, the 84 person seems highly unlikely to be exceeded on this parcel. As such, the ALUC concurs with the applicant that the proposal is compatible with the CLUP for safety.

Two notes: First, as noted above, any development proposal for the remaining portions of the subdivided parcel (5.67 acres, or 7.35 acres minus 1.68 acres) will be evaluated each on their own, meaning there is no transfer of occupancy densities between each of them and the CVS parcel. That land will be evaluated strictly within its legal parcel lines. In addition, this review only addresses the proposal within Parcel 1, and does not address in any way any other proposed developments on the other parcels. Secondly, if the pharmacy use at the CVS subject property eventually leaves, and a new land use is proposed, the new tenant or property owner will have to submit any proposed use for evaluation for compatibility with the CLUP to the ALUC.

In summary, the proposed use as identified in the applicant's October 22, 2010 email, letter and tentative map is compatible with the CLUP per the above discussion.

If you have any questions, please feel free to give me a call at (916) 340-6227.

Sincerely,

Gregory Chew, Senior Planner
SACOG/Airport Land Use Commission

WALKSACRAMENTO
Walkable Communities = Communities of Walkers

August 24, 2010

Heather Forest, Associate Planner
City of Sacramento Community Development Department
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811

**RE: CVS at Florin & Freeport (P10-044)**

Dear Ms. Forest:

*WALK*Sacramento has reviewed the July 21, 2010 project routing for CVS Pharmacy at Florin & Freeport (P10-044). The project proposes subdividing 7.35 acres into 5 parcels with a site plan for developing a shopping center in future phases and constructing a 16,500 square foot pharmacy with drive-through on a resulting 1.68 acre parcel.

The project site, located at the southeast corner of Freeport Boulevard and Florin Road, is zoned C-1 Limited Commercial and is designated Suburban Corridor in the General Plan. Both sides of Freeport Boulevard between Florin Road and Meadowview Road, one mile to the south, are designated Suburban Corridor but have no access points to the adjacent residential subdivisions.

The proposed pharmacy parcel is in the northwest corner of the overall project site. The remainder of the proposed development would be on the parcels between the pharmacy parcel and the residential lots to the south and east.

Pedestrian access to the pharmacy would initially be provided by the attached sidewalk on Florin Road that currently ends at the project site. The Southmont Way street stub would not provide pedestrian access to the project until the overall development of the site occurs.

The proposed overall development as shown on the Tentative Map and Sheet 2 of the CUP Site Plan will present more challenges for pedestrians than the proposed pharmacy, so our comments will begin with the post-Phase I proposal.

**Proposed Overall Development (Post Phase I)**

**1. Move restaurant and retail close to residential**

The proposed medical office uses will generate far fewer walking trips and significantly fewer vehicle trips than the restaurant and retail shops. Place the medical offices near the street and the restaurant and three retail buildings at the rear of the site nearer to the existing residential.

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www.walksacramento.org

**2. Add driveway at Southmont Way**

The street stub at Southmont Way presents a potential access point for car trips. With the proposed pedestrian-only access at Southmont Way, trips from within the neighborhood to the south of the project site will generally turn left from Amherst Street onto Florin Road and then turn left from the median into the shopping center. Left turns on multi-lane roadways are some of the most dangerous for drivers, and the risk for pedestrians from those types of left turns is high. It would be much safer for drivers and pedestrians along Florin Road if these short local trips could use Southmont Way.

**3. Make the walkway to the restaurants more direct and convenient**

There are many more homes and businesses within walking distance to the east of the project site than to the west. Pedestrians would be better served if the walkway that connects Florin Road to the restaurants was moved from the west side to the east side of the restaurants. This would shorten the walking distance and match the path of desired travel by not having to double back. Also, a pedestrian crossing of the drive-through lane might be avoided.

**4. Reconfigure the site plan with Southmont Way as an entrance and add a second walkway**

The walkway from the sidewalk on the west side of Southmont Way approaches the rear of two medical office buildings. Pedestrians should not have to choose between walking in the "back door" and walking the extra 1200' to go in the front way. The site plan should be reconfigured to add a pedestrian "entrance" to the shopping center from Southmont Way and connect on-site walkways to both sidewalks on Southmont Way.

**Proposed Pharmacy Building with Drive-Through Facility (Phase I)**

**5. Eliminate parking in front of building on Florin and Freeport**

The site plan shows two rows of parking on a single aisle between the building and the roadways. The parking lot around the building makes it less desirable as a walking destination and adds more points of vehicle-pedestrian conflict. The urban form guidelines for the Suburban Corridor designation in the City of Sacramento General Plan includes "Parking limited in front of the building and located to the side and rear of buildings."

**6. Provide temporary walkway from Southmont Way to pharmacy site**

People will want to walk to the pharmacy after it opens but walking through the unimproved area could be hazardous due to the ground conditions. We request that a temporary asphalt concrete walkway from Southmont Way to the pharmacy parking lot be installed prior to occupancy.

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www.walksacramento.org

**7. Redesign pharmacy building to provide windows on all sides**

The urban form guidelines for the Suburban Corridor designation in the City of Sacramento General Plan includes "Building facade and entrances directly addressing the street and have a high degree of transparency on street-fronting facade." The only transparency apparent on the elevation drawings are the front entrance, a segment of the wall on each side of the entrance, and the drive-through service window.

*WALKSacramento* encourages people to walk and bicycle in their communities. The benefits include improved physical fitness, less motor vehicle traffic congestion, better air quality and a stronger sense of cohesion and safety in local neighborhoods. *WALK*Sacramento reviews land-use development proposals and provides recommendations to create more walkable, bikeable, and transit friendly neighborhoods, schools, shopping centers, office buildings, streets, and parks.

Thank you for your consideration of these comments and recommendations. If you have questions or need additional information, please contact me at (916) 446-9255 or cholm@walksacramento.org.

Sincerely,

Chris Holm
Project Analyst

*WALK*Sacramento
909 12th Street, Suite #122
Sacramento, CA 95814

**Heather Forest**

**From:** Jordan Lang [jordan.lang@att.net]
**Sent:** Friday, September 03, 2010 7:05 AM
**To:** Heather Forest
**Cc:** Walt Seifert
**Subject:** Comments on CVS Pharmacy at Florin & Freeport

*Heather Forest, Associate Planner*
*City of Sacramento Community Development Department*
*300 Richards Boulevard, 3rd Floor*
*Sacramento, CA 95811*

RE: CVS at Florin & Freeport (File No. P10-044)

Dear Ms. Forest:

Thank you for the opportunity to comment on the subject application.

We appreciate that the project application states that "Multiple pedestrian connections are provided to encourage customers to walk to the site from neighboring residential communities." We request that any such connections also include bikeways so bicyclists, both customers and employees, can also easily access the site from its neighboring streets. Unfortunately the maps and site plans in the project application do not easily show where the "multiple connections" may be located.

1) We request that complete bicycle and pedestrian connections be provided from the project site to Tiverton Avenue to the east and Southmont Way to the south because:

- Tiverton Ave provides easy and safe bicycle access eastward for many blocks via its intersection with Wakefield Way, and
- Southmont Way provides easy and safe access southward for many blocks via its intersection with Amherst Street.

Without these connections, residents of this large neighborhood will be forced to drive vehicles out onto Freeport or Florin to visit the project site.

2) We request that the project provide both adequate short-term (for customers) and long-term (for employees) parking for bicycles, according to the guidelines of the Association of Pedestrian and Bicycle Professionals (see APBP Bicycle Parking Guidelines at http://www.apbp.org/default.asp?page=Publications)

3) We request that the CVS building be sited closer to the Freeport & Florin intersection, with prominent pedestrian and bicycle routes from the intersection to the store, thereby encouraging walkers and bicyclists to travel from the neighborhoods west of Freeport Boulevard. Vehicle parking should be located predominantly behind or to the side of the building.

4) We request that additional full-sized trees be included in the landscaping to provide shade to the sidewalks and street edges (where bicyclists ride) along Freeport and Florin and to the other bicycle and pedestrian connections onto the site (e. at Southmont and Tiverton).

SABA works to ensure that bicycling is safe, convenient, and desirable for everyday transportation. Bicycling is the healthiest, cleanest, cheapest, quietest, most energy efficient, and least congesting form of transportation.

Thank you for considering our comments.

Yours truly,

Jordan Lang

Project Assistant

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Back to Agenda



# REPORT TO PLANNING COMMISSION City of Sacramento

6

**915 I Street, Sacramento, CA 95814-2671**

**PUBLIC HEARING**
**February 10, 2011**

To: Members of the Planning Commission

**Subject: Vibe Urban Youth Lounge (P10-059)** A request to establish a Teen Community Center within an existing senior apartment facility in the Residential Mixed Use Urban Neighborhood Corridor Overlay (RMX-UN) zone.

**A.** **Environmental Determination:** Categorical Exemption pursuant to CEQA Guidelines Section 15301, Existing Facilities;

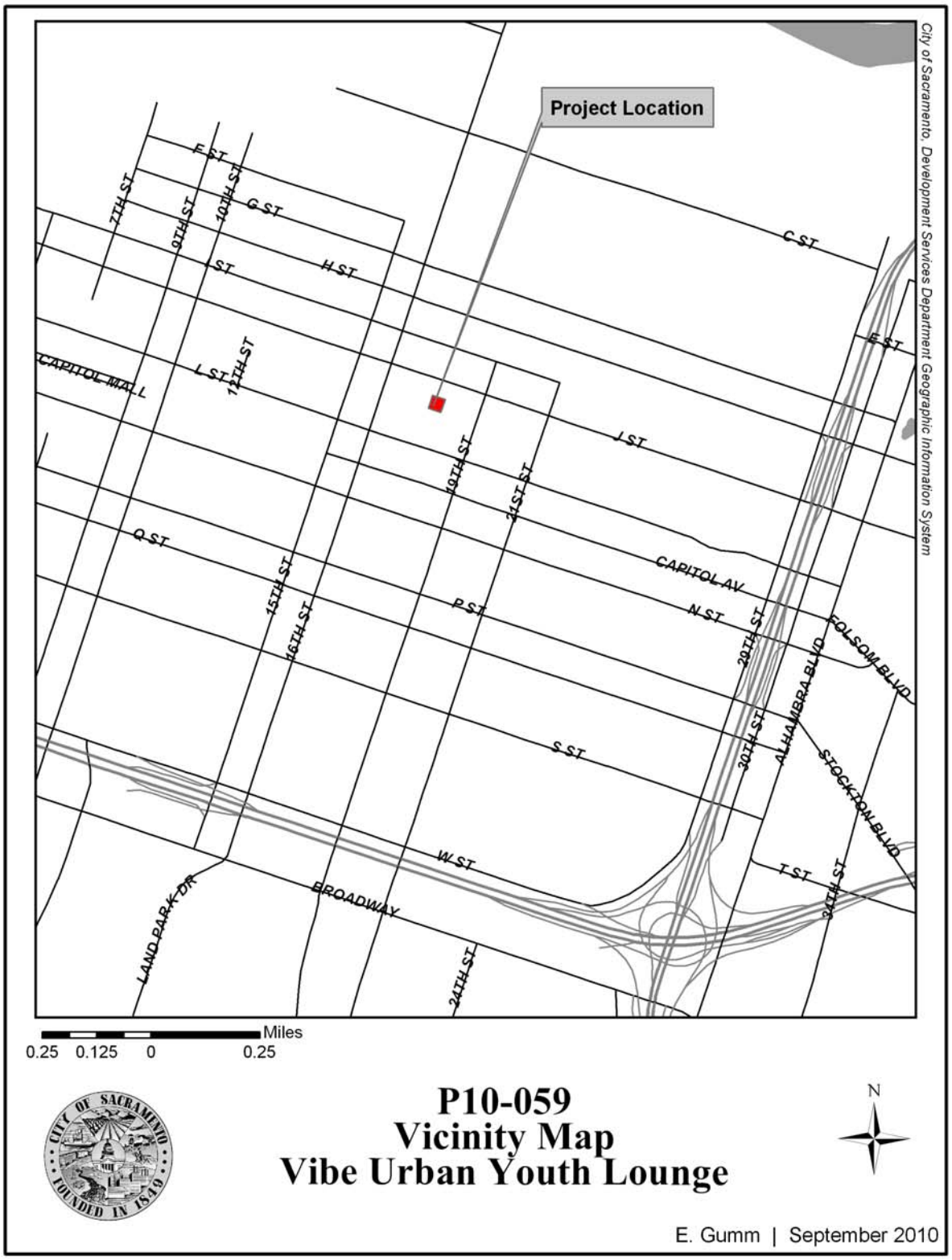
**B.** **Special Permit** to operate a teen center within an existing senior apartment facility.

**Location/Council District**
1725 K Street, Sacramento
Assessor's Parcel Number: 006-0125-014-0000
Council District 3

**Recommendation**
Staff recommends the Planning Commission approve the request based on the Findings of Facts and subject to the Conditions of Approval listed in Attachment 1. The Commission has final approval authority over items A and B above and its decision may be appealed to the City Council. **Staff is not aware of any outstanding issues and the project is considered non-controversial.**

| | |
|---|---|
| **Staff Contact** | Elise Gumm, Associate Planner, (916) 808-1927<br>Stacia Cosgrove, Senior Planner (916) 808-7110 |
| **Applicant** | The Vibe Foundation, c/o: Christina Gippin (916) 451-2521<br>2536 Wilminston Avenue, Sacramento, CA 95820 |
| **Owner** | Housing Authority of the City of Sacramento<br>c/o: Nick Chhotu, (916) 440-1334<br>801 12th Street, Sacramento, CA 95814 |

Vicinity Map



**Summary**

The applicant proposes to operate a teen center within an existing senior apartment facility. The senior apartment building has a 2,500 square foot multi-purpose room that the Vibe Urban Youth Lounge will use it for its program. Currently the multi-purpose room is used occasionally for the senior residents' program. The proposed community center will occupy the multi-purpose room during afternoon to evening, which will not conflict with the senior's activity time. The teen center will conduct activities on weekdays and Saturdays, including learning skills in resume and interview preparation, quarterly job fairs, employment networking, socializing, etc for its teen members. The applicant also proposes to upgrade the street façade of the multi-purpose room. The proposed use requires a Special Permit. In addition, the project is located in the Central City Design Review District, so it is subject to Design Review because of the exterior modification.

The proposed project provides the opportunity to foster cross-generational relationships with the senior residents on site and share the under-utilized community room in the senior facility. Staff supports the request because it is consistent with all applicable policies of the 2030 General Plan. Staff notified all property owners within a 500 radius of the project site regarding this public hearing. At the time of writing of this report, staff has not received any comments opposing the project.

| **Table 1: Project Information** |
|---|
| **General Plan designation:** Urban Corridor High (33-150 du/na) |
| **Existing zoning of site:** Residential Mixed Use Urban Corridor (RMX-UN) zone |
| **Current use of site:** Senior Apartment |
| **Property dimensions/area:** 0.89± acres; 160' x 160' |
| **Building square footage:** 2,500 ± square feet multi-purpose room |

**Background Information**

A mid-rise senior apartment building is currently on the project site. The 2,500 square foot multi-purpose room is next to the residential hall within the apartment complex. The property is owned by the Sacramento Housing Redevelopment Agency (SHRA) and the complex provides affordable housing for senior citizens. The applicant has been working with SHRA to locate the teen center at its multi-purpose room. The requested application was submitted on August 25th, 2010.

**Public/Neighborhood Outreach and Comments**

At the time the application was complete, staff sent early notification to the Midtown Neighborhood Association (formerly Winn Park) and the Midtown Business Association. A public hearing notice was also sent by staff notifying all property owners within a 500 foot radius of the project site. In addition, the applicant presented the project to the Midtown Business Association and Neighborhood Advisory Group (N.A.G.) during the initial planning phase. Staff is not aware of any opposition from any neighborhood

associations or property owners at the time of writing the staff report. The project design was approved by Design Review staff on January 20, 2011.

**Environmental Considerations**
The Community Development Department, Environmental Planning Services Division has reviewed this project and determined that this is exempt from the provisions of the California Environmental Quality Act (CEQA) Section 15301, Existing Facilities. The project consists of the operation of an existing private structure, involving no expansion of use beyond that existing.

**Policy Considerations**
The 2030 General Plan Update was adopted by City Council on March 3, 2009. The 2030 General Plan's goals, policies, and implementation programs define a roadmap to achieving Sacramento's vision to be the most livable city in America. The 2030 General Plan Update designation of the subject site is Urban Corridor High, which includes a mixture of retail, office, services, and residential uses.

The 2030 General Plan has identified goals and policies under the Land Use and Urban Design Element. Some of the goals and policies supported by this project are:

- City Sustained and Renewed. Promote sustainable development and land use practices in both new development and redevelopment that provide for the transformation of Sacramento into a sustainable urban city while preserving choices (e.g., where to live, work, and recreate) for future generations. (Goal LU 2.6)

- Existing Structure Reuse. The City shall encourage the retention of existing structures and promote their adaptive reuse and renovation with green building technologies to retain the structures' embodied energy, increase energy efficiency, make it more energy efficient, and limit the generation of waste. (Policy LU 2.6.4)

- Assembly Facilities. The City shall encourage and support development of assembly facilities for social, cultural, educational, and religious organizations throughout the city. (Policy LU 8.2.1)

The proposed project meets the 2030 General Plan goals and policies related to reuse and rehabilitation of existing urban development. The proposed project will be compatible with the surrounding commercial neighborhood and is accessible via alternate modes of transportation such as transit, walking, and bicycling.

**Land Use**
The applicant proposes to operate a teen center facility at the existing senior apartment complex by utilizing the existing multi-purpose room, which requires approval of a special permit by the Planning Commission. (Section 17.24.030, footnote 5).

**Project Design**
The proposed project includes primarily interior tenant improvements and minor exterior upgrades. The proposed façade upgrade includes an enhanced entry to the multi-purpose room on K Street and modification to the existing layout of the landscaping planters. Two transparent metal panels will be installed at the new entry way. It will emphasize the entrance to the teen center as well as create architectural interest to the existing brick wall. The simple upgrade with the metal panels will also create spaces to install decorative lighting and signage for the teen center. Design Review staff reviewed and approved the proposed façade modifications.

The teen center will conduct program activities on Monday to Thursday from 4:00 pm to 9:00 pm and occasionally on Friday and Saturday evenings from 4:00 pm to 10:30 pm. The teen center does not intend to use any outdoor space for its programs.

Parking
Teen centers do not have an established parking rate in the Zoning Code, rather parking is subject to the Planning Commission's determination. The subject site currently has a surface parking area behind the resident hall and the multi-purpose room, accessed via the public alley between J & K Streets. Staff believes no additional on-site parking is required because parking demand is relatively low for both the teen and senior uses. The age of the teen members ranges from 14 to 17 year old. Most of them are under the allowable driving age. On the other hand, most of the senior residents on site do not own cars. Thus, the proposed project will not create a conflict in terms of the parking demand based on the type of uses at the site. In addition, the project site is located at a major public transit corridor and is in close proximity to major bus lines. The majority of the teen members will utilize public transportation or be dropped off. Proximity to transit is one of the reasons the applicant wants to relocate the teen center within the central city area. Staff recommends the Planning Commission approve the project without requiring additional on-site parking because the project is consistent with the General Plan policies and will promote opportunities to share the under-utilized facility by different generations.

Landscaping & Signs
The applicant will upgrade the existing landscaping planters at the front façade and the proposal was approved by Design Review. Proposed signage is integrated with the design of the façade upgrade and is supported by the Design Review staff. The project is conditioned to comply with the City's Sign Ordinance and is subject to sign permits for any future signs.

In evaluating special permit proposals of this type, the Planning Commission is required to make the following findings:

A. A special permit shall be granted upon sound principles of land use.

The proposed project is based upon sound principles of land use in that it is consistent with the General Plan goals, principles, and land use designation, is

consistent with the policies that encourage reinvestment in urbanized areas in the Central City neighborhood, and it is compatible with the adjacent land uses.

B. A special permit shall not be granted if it will be detrimental to the public health, safety or welfare, or if it results in the creation of a nuisance.

The project, as conditioned, will not be detrimental to the public health, safety, or welfare or result in the creation of a public nuisance in that the project will be well designed to provide attractive pedestrian streetscape, and its building façades and entrances directly addressing the street and having a high degree of transparency. The teen center has adequate adult supervision on site and the teen activities are conducted in door.

C. A special permit use must comply with the objectives of the general or specific plan for the area in which it is to be located.

The proposed project is consistent with the special uses land use policies and development requirements of the General Plan in that the project will redevelop an underutilized, infill property located at a key commercial transportation corridor, will locate an assembly facility for young adults to take full advantage of the proximity to the public transit and the downtown employment center. The exterior upgrade respects the scale and character of the adjacent neighborhood through attention to views, building scale and orientation, and proximity to adjacent uses.

Staff finds the proposed project is an appropriate use for the subject site. Based upon the current land use at the site, staff is supportive of the parking determination and finds that adequate parking will be available. The project meets the goals of the city's General Plan to support the development of assembly facilities and to promote adaptive reuse of existing buildings. Staff is in support of the proposal and recommends the Planning Commission approve items A and B based upon the Findings of Fact and subject to the attached Conditions of Approval.

Respectfully submitted by: _____
ELISE GUMM, LEED AP
Associate Planner

Approved by: _____
STACIA COSGROVE
Senior Planner

Recommendation Approved:

_____
GREGORY BITTER, AICP
Principal Planner

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Attachment 1 Recommended Findings of Fact and Conditions of Approval

**Findings of Fact**

**A** **Environmental Determination:** Categorical Exemption pursuant to CEQA Guidelines Section 15301, Existing Facilities

Based on the determination and recommendation of the City's Environmental Planning Services Manager and the oral and documentary evidence received at the hearing on the Project, the Planning Commission finds that the Project is exempt from review under Section 15301 (Existing Facilities) of the California Environmental Quality Act Guidelines as follows:

The project consists of the operation of an existing private structure, involving no expansion of use beyond that existing.

**B** **Special Permit** to operate a teen center within an existing senior apartment facility in the Residential Mixed Use Urban Corridor (RMX-UN) Zone within the Central City Design Review District is **approved** subject to the following Findings of Fact:

1. A special permit shall be granted upon sound principles of land use.

   The proposed project is based upon sound principles of land use in that it is consistent with the General Plan goals, principles, and land use designation, is consistent with the policies that encourage reinvestment in urbanized areas in the Central City neighborhood, and it is compatible with the adjacent land uses.

2. A special permit shall not be granted if it will be detrimental to the public health, safety or welfare, or if it results in the creation of a nuisance.

   The project, as conditioned, will not be detrimental to the public health, safety, or welfare or result in the creation of a public nuisance in that the project will be well designed to provide attractive pedestrian streetscape, and its building façades and entrances directly addressing the street and having a high degree of transparency. The teen center has adequate adult supervision on site and the teen activities are conducted in door.

3. The special permit use must comply with the objectives of the general or specific plan for the area in which it is to be located.

   The proposed project is consistent with the special uses land use policies and development requirements of the General Plan in that the project will redevelop an underutilized, infill property located at a key commercial transportation corridor, will locate an assembly facility for young adults to

take full advantage of the proximity to the public transit and the downtown employment center. The exterior upgrade respects the scale and character of the adjacent neighborhood through attention to views, building scale and orientation, and proximity to adjacent uses.

**Conditions of Approval**

**B** **Special Permit** to operate a teen center within an existing senior apartment facility in the Residential Mixed Use Urban Corridor (RMX-UN) Zone within the Central City Design Review District is **approved** subject to the following conditions of approval:

**PLANNING**

B1. The applicant/owner shall obtain all necessary building permits prior to commencing Tenant's Improvement.

B2. The project shall substantially conform to the plans submitted as shown in the exhibits attached to this staff report. Any modification to the plans shall be subject to review and approval by the Planning staff prior to the issuance of building permits.

B3. No amplified sound shall be broadcasted outside the building. Any sound system shall be in compliance with City's requirement, Chapter 8.68 Noise Control.

B4. All onsite signs require building permits and shall comply with the Sign Ordinance.

B5. Unless otherwise conditioned, the project shall be in compliance with all applicable development standards contained in City Codes, Sign Code, 15-148 and Zoning Code, Title 17.

**DEPARTMENT OF TRANSPORTATION**

B6. The applicant shall repair or replace/reconstruct any existing deteriorated curb, gutter and sidewalk fronting the property along K street per City standards to the satisfaction of the Department of Transportation;

B7. The applicant shall repair/reconstruct any deteriorated or Non-ADA compliant curb ramps located at the north-west corner of 18th Street and K Street per City standards and to the satisfaction of the Department of Transportation.

REVISED

DG-01 1/2" = 1'-0" Vibe - View facing east

DESIGN NOTES:
VIBE is a teen owned/operated urban lounge and career center where Sacramento teens acquire academic and vocational skills, engage in service learning, socialize, and network with Sacramento based private, public and non-profit organizations.

With adult supervision, teens are responsible for the daily operations of VIBE and in exchange, earn Regional Occupational Program (ROP) school credits. VIBE is located at 1725 K Street in midtown Sacramento and caters to teens who reside in the Sacramento region.

VIBE focuses on preparing Sacramento teens for employment in private, public, and non-profit organizations. All VIBE members ages 14-18 can access the VIBE career center which offers assistance in resume writing, completing applications, preparing for interviews, quarterly job fairs, and access to local employment, apprenticeship, and internship opportunities.

**Features of VIBE**

- **VIBE employees 75 teens** each year because VIBE is staffed by teens who work in exchange for school credits.
- **Job search assistance** is available to all youth members including: resume writing, completing employment applications, and preparing for interviews.
- **Resource specialist refers teens to local prevention and intervention resources**, a library of teen resource books, job posting board, and comfortable couches.
- **Monthly calendar features youth planned VIBE activities** such as SAT preparatory classes, job fairs, life-skills workshops, dance classes, poetry readings, and more.
- **Open late**; Mon-Thurs 4:00-9:30 PM, Fri 4:00-10:30 PM, Sat 5:00-10:30 PM. Extended hour may also apply once VBE is open
- **Laptop computers** can be checked out and have free internet access and wireless printers, and include current software applications.
- **Free tutoring** during after-school program hours
- **Smoothie bar** is where pre made smoothies, drinks, snacks will be sold to VIBE members

**Why Midtown-**Numerous teen focus groups were conducted throughout Sacramento and concluded that VIBE should be centrally located. Focus groups often stated that VIBE should benefit all youth in Sacramento and not be exclusive to one group or neighborhood.

**Why 17th and K-** This location offers the essentials required to start VIBE with limited capital costs. There are also opportunities for the teens to create special events and programs that will foster cross-generational relationships and celebrate the Sacramento Housing and Redevelopment Agency (SHRA) senior residents in the adjacent Comstock building.

**Vibe-ability Study-** In May 2007, a citywide survey was conducted to see if youth would travel downtown to an urban youth lounge and career center. Based on 250 respondents, 183 respondents would go to VIBE if it was located in downtown Sacramento and 63 respondents would not.

Neighborhood Outreach:
Please read below to learn about the outreach we have already conducted:

- Summer 2008- Hosted a town hall meeting and invited all midtown/downtown neighborhood associations and all neighboring businesses
- Spring 2008 & Summer- 2010 Attended and presented at two NAG meetings
- Summer 2010- Met one-on-one with Rob Kerth of the Midtown Business Association
- Summer 2008 & Summer 2009 Presented at two SHRA resident advisory board meetings
- Fall 2009- Invited all SHRA residents at the 1725 location to review and discuss our plans
- Summer 2010- Presented project to Council Members Steve Cohn, former Office of Youth Development Director Lyn Corbett, and the Sacramento Youth Commission
- Fall 2009- Presented project to Kunal Merchant and received a letter of support from Kevin Johnson
- Presented to Sacramento City Council, via annual Youth Commission Mixer

DESIGN INTENT:
The proposed design redefines the existing building through slightly modified applications of contemporary materials. The landscaping, panels and graphics are meant to enhance the visibility of the teen center and to update the look of the exterior. Materials on the exterior to be used will be concrete, cement plaster, perforated metal panels with a silk screened graphic and recessed lighting.

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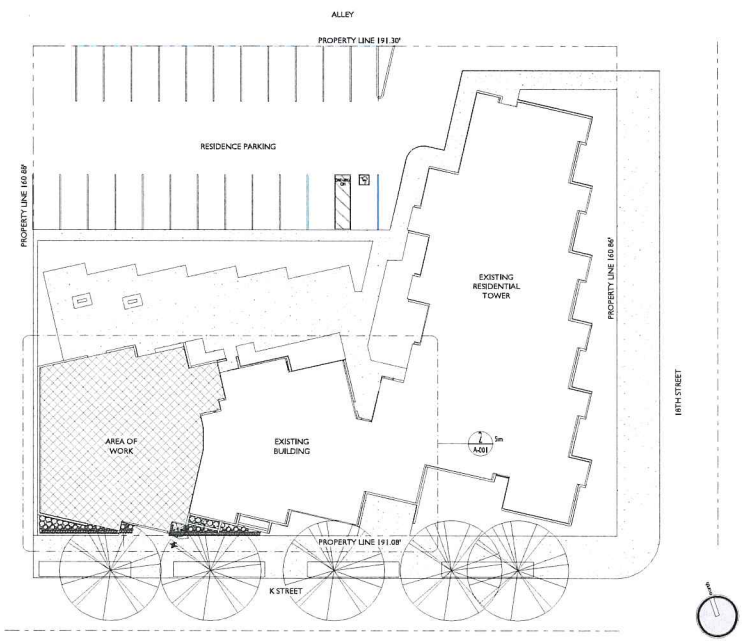
VIBE - Sacramento Youth Center
1725 K Street
Sacramento, California
Schematic Design
Date 11/23/2010 11:19:30 AM
DG-01

Exhibit B Overall Site Plan




Architectural Site Plan
DG-01 1/16" = 1'-0"

Area Schedule (Gross Building)

| Number | Name | Area |
|---|---|---|
| 100 | Activity Area | 2745 SF |
| 101 | Kitchen | 190 SF |
| | | 2935 SF |

Vicinity Map.
1 1/2" = 1'-0"

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Date 11/23/2010 11:19:33 AM
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Exhibit C Floor Plans & Elevations

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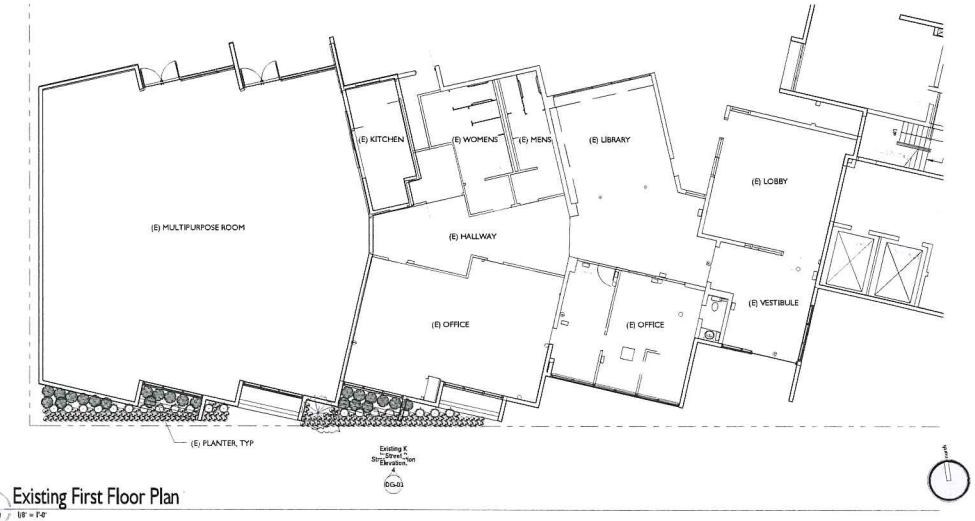
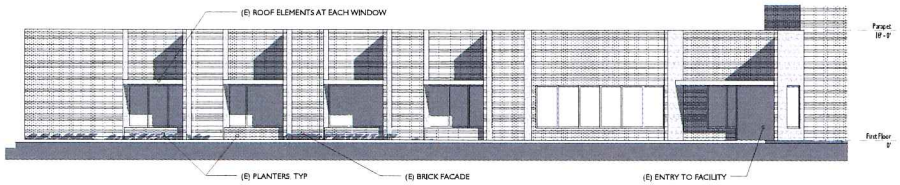



3 DG-03 Existing First Floor Plan
1/8" = 1'-0"




4 DG-03 Existing K Street Elevation.
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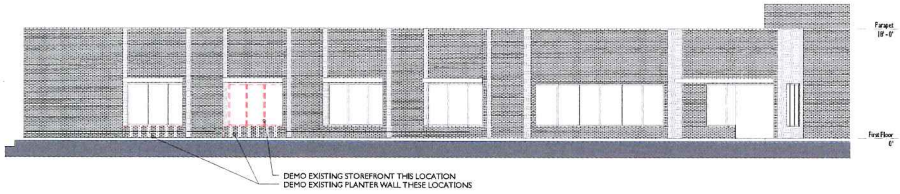


5 DG-03 Demolition K Street Elevation.
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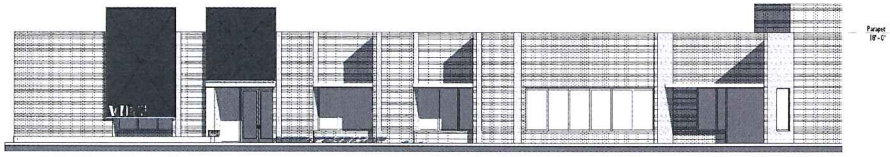
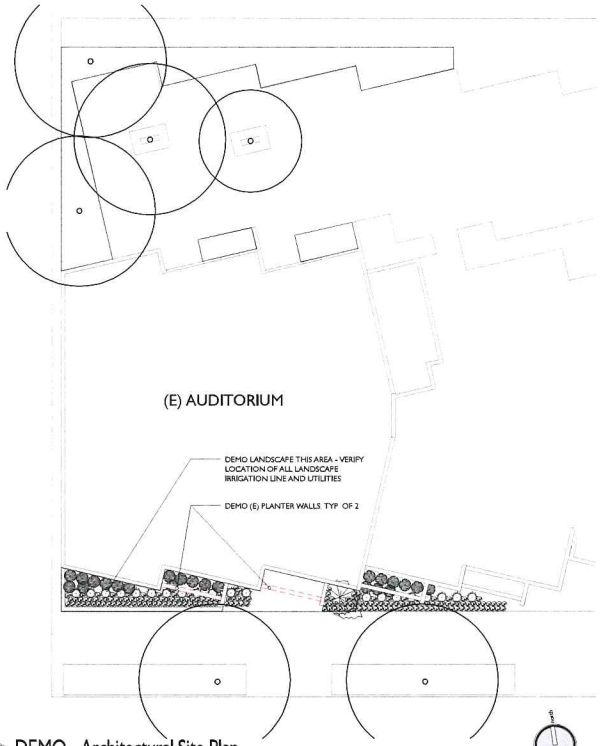


6 DG-03 New Exterior Elevation - K Street Entry.
1/8" = 1'-0"




2 DG-03 DEMO - Architectural Site Plan
1/8" = 1'-0"

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1725 K Street
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DG-03

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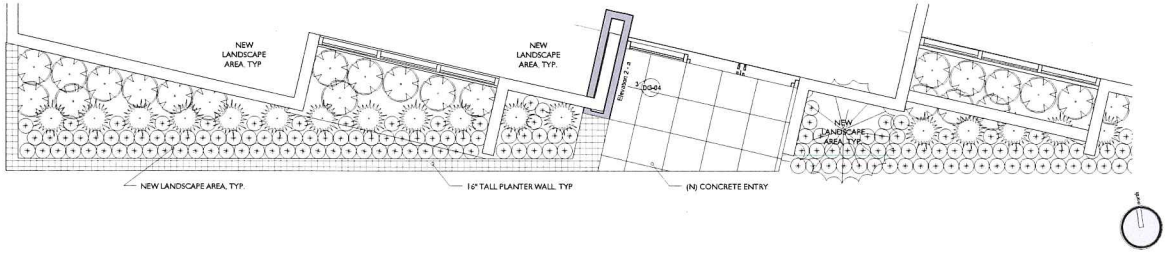
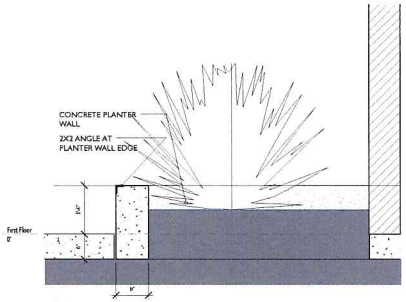
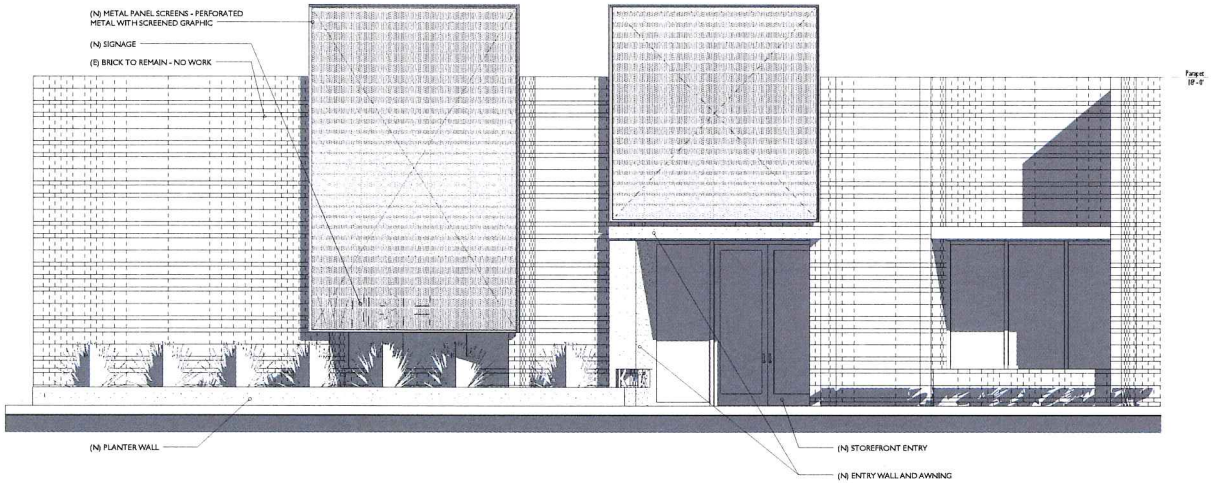


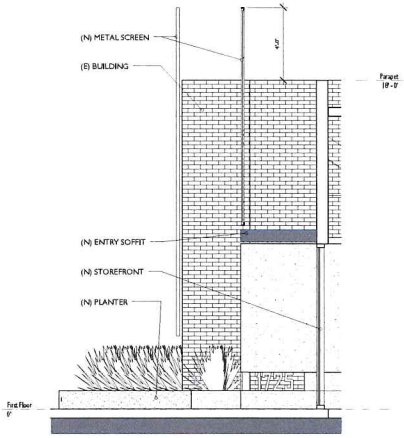

1 DG-04 New Entry and Landscape Area 3/8" = 1'-0"




4 DG-04 Copy (2) of Detail - Planter Wall Section 1" = 1'-0"




2 DG-04 Elevation - K Street Entry 3/8" = 1'-0"




3 DG-04 Elevation 2 - a 3/8" = 1'-0"

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DG-04

Exhibit D Enlarged Floor Plan

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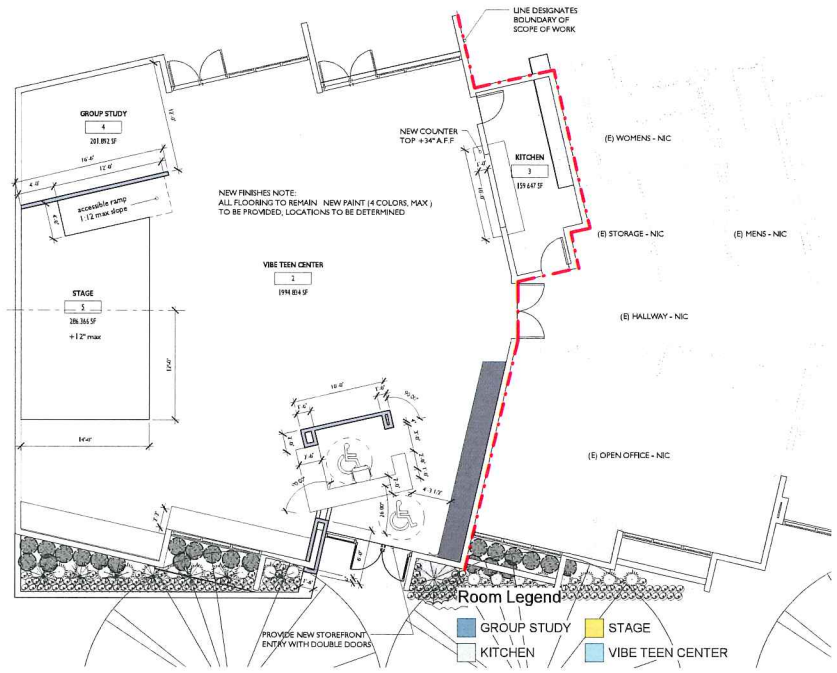
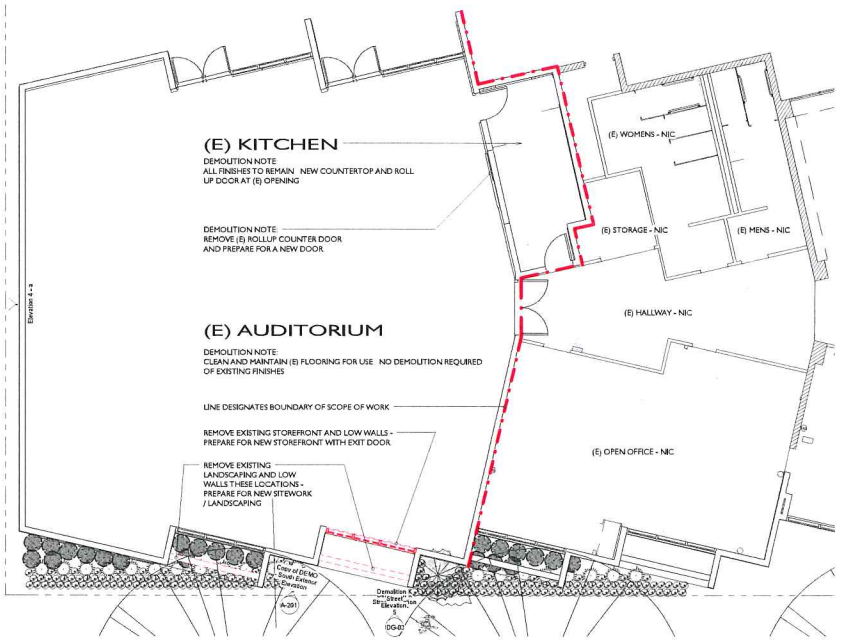



3 DG-05 New Construction - First Floor Plan
3/16" = 1'-0"




2 DG-05 Demo - First Floor Plan
3/16" = 1'-0"

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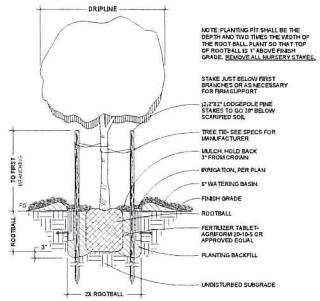
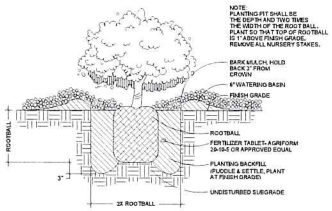
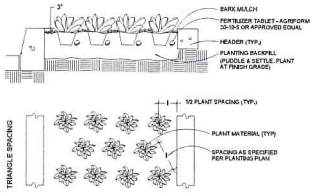
DG-05




A TREE PLANTING
SCALE: N.T.S.



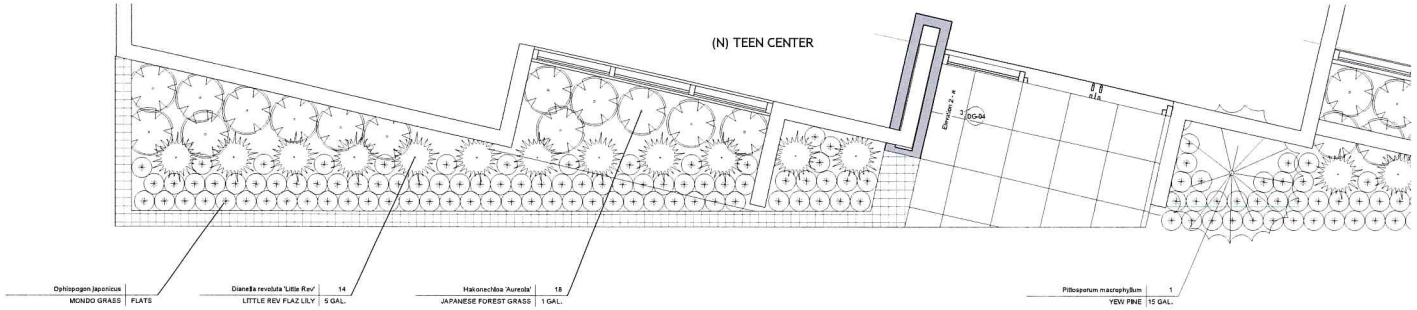

B SHRUB PLANTING
SCALE: N.T.S.




C GROUND COVER PLANTING
SCALE: N.T.S.

## LANDSCAPE PLAN ENLARGEMENT

SCALE: 1/2"=1'-0"




## CANDIDATE PLANT LIST

| SYMBOL | BOTANICAL NAME | COMMON NAME | SIZE | SPACING | QTY |
|---|---|---|---|---|---|
| **TREES** | | | | | |
| | Podocarpus macrophyllus | COLUMNAR YEW PINE | 15 GAL. | PER PLAN | 1 |
| **SHRUBS/PERENNIALS** | | | | | |
| | Dianella revoluta 'Little Rev' | LITTLE REV FLAX LILY | 5 GAL. | PER PLAN | 14 |
| | Hakonechloa 'Aureola' | JAPANESE FOREST GRASS | 5 GAL. | 2'-0" O.C. | 18 |
| **GROUNDCOVER** | | | | | |
| | Ophiopogon japonicus | MONDO GRASS | FLATS | 10" O.C. | PER PLAN |

## PLANTING NOTES

1. THE PLANT LIST IS PROVIDED FOR THE CONVENIENCE OF THE CONTRACTOR. THE CONTRACTOR SHALL VERIFY ALL PLANT COUNTS AND IF A DISCREPANCY EXISTS, THE PLAN SHALL GOVERN.

2. SUBSTITUTION OF SPECIFIED PLANT MATERIAL SHALL NOT BE MADE UNLESS OTHERWISE APPROVED BY THE LANDSCAPE ARCHITECT. SAME GENUS DIFFERENT SPECIES SUBSTITUTIONS ARE ACCEPTABLE PROVIDED THE VARIETY IS SIMILAR IN GROWTH HABIT TO THE SPECIFIED PLANT AND WATER USE IS THE SAME. EXAMPLE: ESCALLONIA "TERRY" COULD SUB FOR "RED ELF". RHAPHIOLEPIS CAN NOT SUBSTITUTE FOR ESCALLONIA AS THEY HAVE DIFFERENT WATER USE REQUIREMENTS. CERTIFICATES OF COMPLIANCE WILL NOT BE COMPLETED FOR PROJECTS WHICH EXCEED THE WATER USE OF SPECIFIED PLANT MATERIALS UNTIL CONFORMANCE WITH THE WATER EFFICIENT LANDSCAPE REQUIREMENTS IS ACHIEVED.

3. FINISH GRADE IN PLANTER AREAS SHALL BE 3" BELOW THE TOP OF ADJACENT CURBS, WALKS OR PAVED AREAS. FINISH GRADE SHALL BE SMOOTH AND EVEN PRIOR TO INSTALLATION OF 3" BARK MULCH. ALL LANDSCAPE AREAS NOT COVERED WITH LIVE MATERIAL SHALL BE COVERED WITH 3" OF BARK MULCH COVERING.

4. PLANTING AREAS SHALL BE KEPT CLEAN AND FREE FROM ALL CONCRETE, ASPHALTIC WASTE, LUMBER OR OTHER SUCH MATERIALS. SHALL BE REMOVED BY EXCAVATION OF THE SOIL AND REPLACED WITH CLEAN NATIVE TOP SOIL.

6. IMPORTED TOP SOIL (IF REQUIRED) SHALL BE FERTILE, FRIABLE SANDY LOAM OF UNIFORM COMPOSITION. CLAY PARTICLES SHALL NOT EXCEED 9% BY VOLUME. THE SOIL SHALL BE FREE FROM SUBSOIL, REFUSE, ROOTS, ROCKS OVER 1" IN DIAMETER OR OTHER DELETERIOUS MATERIAL. THE IMPORTED SOIL SHALL BE CAPABLE OF SUSTAINING HEALTHY PLANT LIFE. NATIVE TOP SOIL SHALL BE USED WHERE AVAILABLE PRIOR TO IMPORTING SOIL. A SOILS REPORT SHALL BE PROVIDED FOR ALL IMPORTED TOP SOILS.

7. ADJACENT STREETS, SIDEWALKS AND OTHER AREAS SHALL BE KEPT FREE OF MUD, DIRT OR SIMILAR NUISANCES RESULTING FROM EARTHWORK OPERATIONS.

8. ANY DAMAGED OR DESTROYED LANDSCAPING SHALL BE REPLACED TO THE SATISFACTION OF THE CITY OF SACRAMENTO PLANNING DEPARTMENT.

## STATEMENT OF IRRIGATION

THE INTENT OF THE IRRIGATION DESIGN FOR THIS PLANTING AREA IS TO USE WATER-CONSERVING IRRIGATION EQUIPMENT SUCH AS AN IN-LINE DRIP SYSTEM WITH DRIP IRRIGATION BUBBLERS. THE SYSTEM SHALL BE AUTOMATICALLY CONTROLLED USING AN IRRIGATION CONTROLLER THAT UTILIZES CURRENT EVAPOTRANSPIRATION DATA AS WELL AS OTHER LOCALIZED FACTORS OF TEMPERATURE, RAINFALL AND SOIL MOINSTURE TO PROGRAM WATERING REQUIREMENTS AND AVOID EXCESS WATERING.

REVISED

Stantec
mas|mojica architecture studio
fiveonefour oak street
roseville, california 95678
t. 916.783.6277 f. 916.783.6211

QUADRIGA
landscape architecture and planning, inc.
sacramento | santa rosa
2613 j street sacramento, ca 95816

VIBE - Sacramento Youth Center
1725 K Street
Sacramento, California
Schematic Design
Landscape
Date 11/23/2010 11:19:50 AM
DG-06

2 DG-07 1/2" = 1'-0" Vibe - Rendering of New Exterior Day

3 DG-07 1/2" = 1'-0" Vibe - Rendering of New Exterior Night

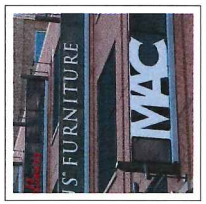
storefront
annodized aluminum
finish : champagne

storefront glazing
clear

perforated metal panel

concrete planter wall

public art




signage

1 DG-07 1/2" = 1'-0" Materials

REVISED

Stantec

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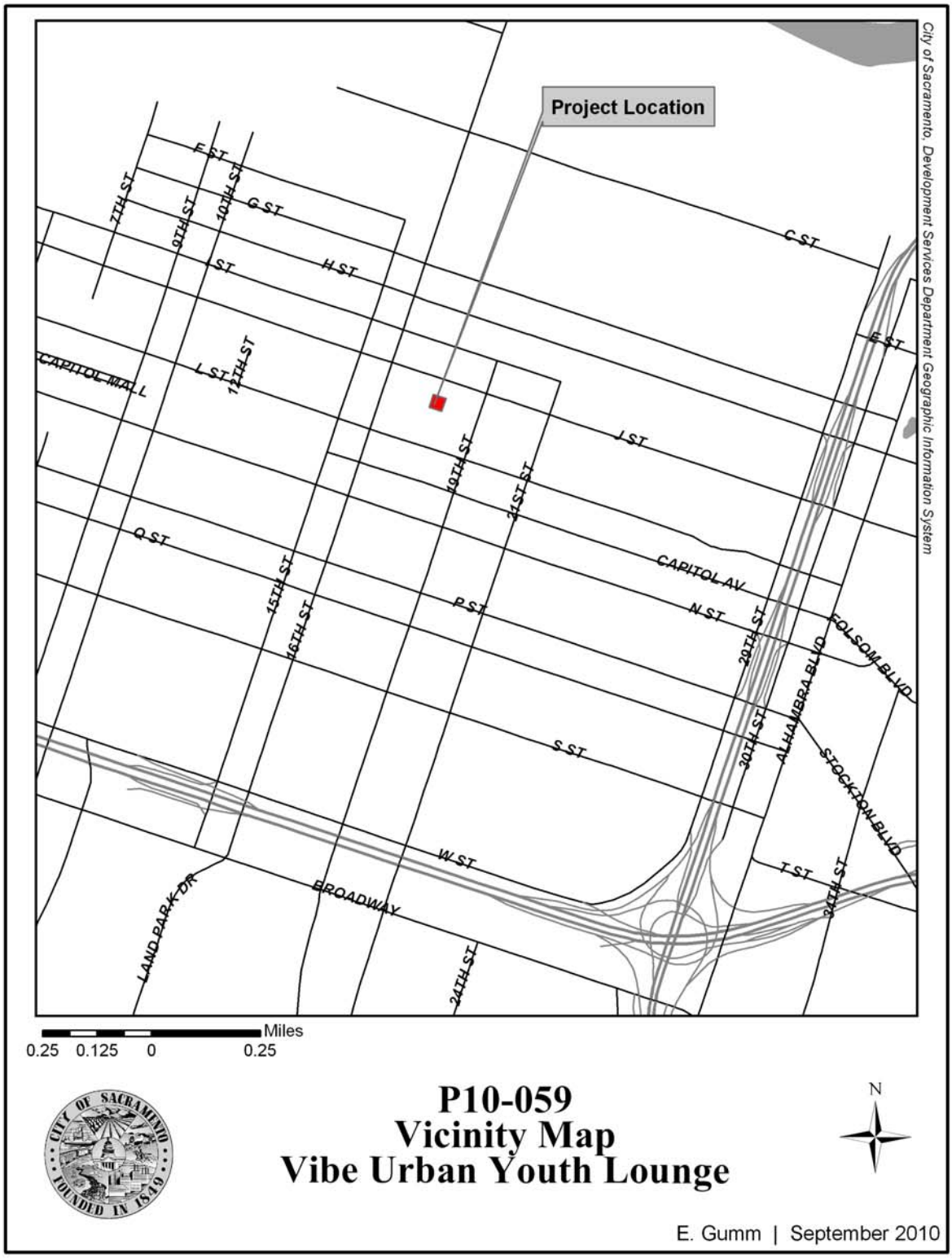
VIBE - Sacramento Youth Center
1725 K Street
Sacramento, California

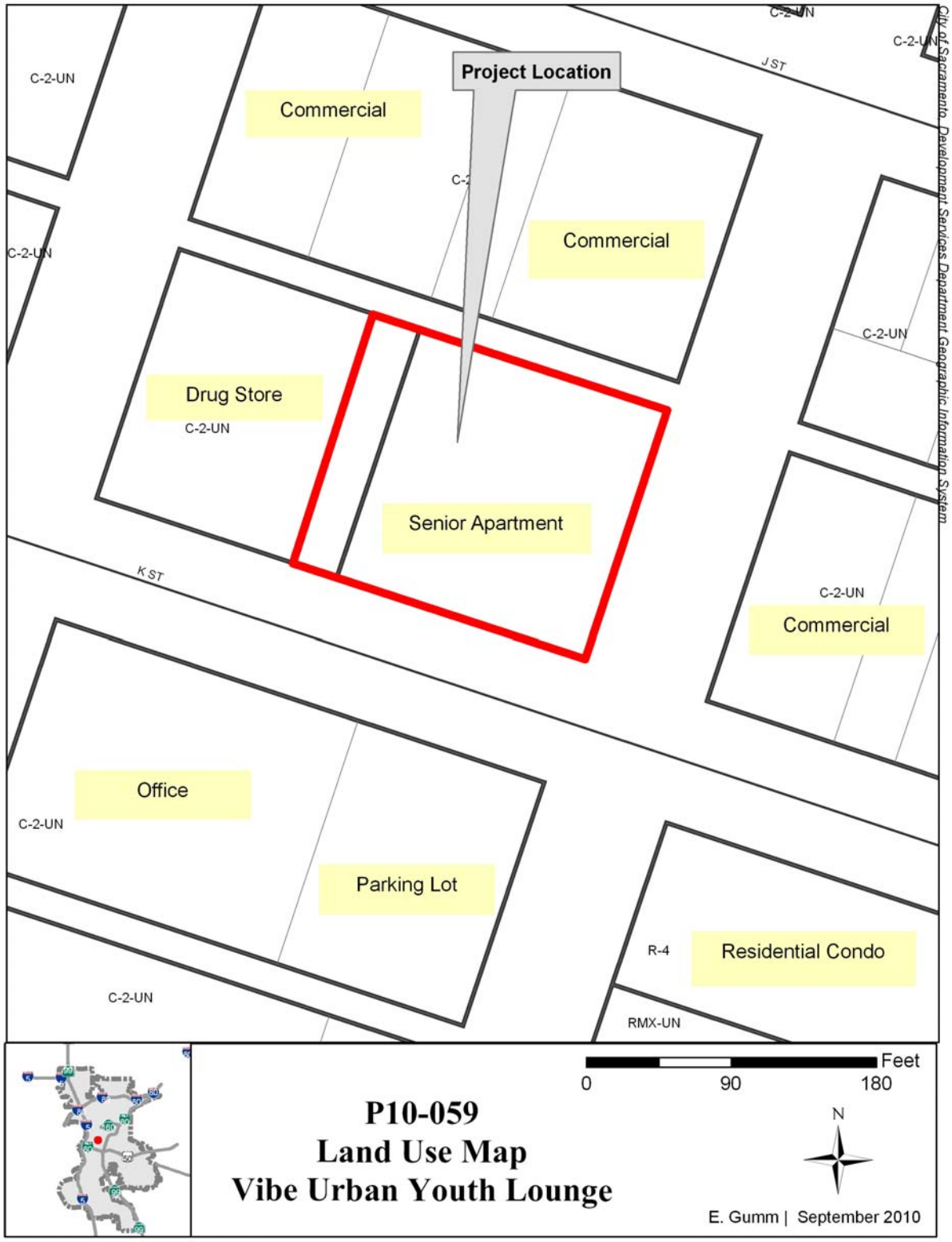
10 images and materials
Date 11/23/2010 11:19:51 AM

DG-07

Attachment 2 Vicinity Map



Attachment 3 Land Use and Zoning Map



COMMUNITY DEVELOPMENT DEPARTMENT

CITY OF SACRAMENTO
CALIFORNIA

300 RICHARDS BLVD. 3RD FLR
SACRAMENTO, CA
95811-0218

## STAFF LEVEL PROJECT REVIEW

| | | | |
|---|---|---|---|
| File Number: | P10-059 | Applicant: | Christina Demoss |
| Address: | 1725 K Street | Date Filed: | August 25, 2010 |
| Description: | Teen Center Tenant Improvement | Date Approved: | January 21, 2011 |
| APN: | 006-0125-014-0000 | Staff Contact: | Elise Gumm, 808-1927 |

### STAFF ACTION AND CONDITIONS OF APPROVAL:

Design Review Staff has reviewed the proposed renovation project, and approves it with the following conditions of approval:

1. Tenant improvement renovation project shall be constructed per the approved plans.
2. The design of the front façade and all materials used for the project shall be consistent with the approved plans.
3. The project shall have building entries and setbacks as indicated in the approved plans.
4. The project shall include landscaping elements as indicated on the approved plans. Automatic irrigation shall be provided for all planting and landscaping.
5. Any modifications affecting the exterior building design that are not determined at the time of the staff review are subject to review and approval by the Design Review staff prior to Building Permit submittal.
6. Any person dissatisfied with the staff action has the right to request reconsideration by the Design Director. Requests for reconsideration must be received within ten (10) calendar days of the staff action. The decision of the Design Director after reconsideration shall be final and shall not be subject to appeal.
7. Building permit shall not be issued until the expiration of the ten (10) calendar day request for reconsideration period. If reconsideration is requested, no permit shall be issued until final approval is received.
8. The Conditions of Approval shall be scanned and inserted into the final set as a general sheet to be submitted for Building Permit.
9. A signed copy of the Affidavit of Zoning Code Development Standards shall be scanned and inserted into the final set as a general sheet to be submitted for building permit.
10. All new and revised plans shall be submitted for review and approval by Design Review staff prior to building permit submittal. A set of the appropriate plans (reduced to 11 x 17 set) along with a Letter of Compliance indicating how the project is in compliance with each Condition of Approval with detailed sheet references shall be submitted directly to Design Review Staff two weeks prior to Building Permit submittal.

**Elise Gumm, LEED AP**
**Associate Planner**

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Back to Agenda



# REPORT TO PLANNING COMMISSION City of Sacramento

7

**915 I Street, Sacramento, CA 95814-2671**

**PUBLIC HEARING**
**February 10, 2011**

To: Members of the Planning Commission

**Subject** **Craftsman@20&S TM (P10-069)**

A request to subdivide 3 parcels into 9 parcels and develop 9 detached single family homes in the General Commercial (C-2) zone within the Poverty Ridge Historic District.

**A.** **Environmental Determination**: Categorical Exemption pursuant to CEQA Section 15332, Infill Development;

**B.** **Tentative Map** to subdivide three parcels into 9 parcels for 9 detached single family residential units;

**C.** **Special Permit for Alternative Ownership Housing** to construct nine detached single family residential units.

**Location**
2010 S Street
Assessor's Parcel Number: 010-0026-001, -005, -006.
Council District 4
Poverty Ridge Historic District & Central City Design Review District

**Recommendation**
Staff recommends the Planning Commission approve the request based on the findings of Fact and subject to the conditions of Approval listed in Attachment 1. The Planning Commission has final approval authority over items A to C above, and its decision is appealable to City Council. **Staff is not aware of any outstanding issues and the project is considered non-controversial.**

**Contact** Elise Gumm, LEED AP, Associate Planner, (916) 808-1927;
Stacia Cosgrove, Senior Planner (916) 808-7110

**Applicant** Keusder and Mansfield LLC., c/o: John Mansfield, (916) 591-8235
2400 Sierra Boulevard, Suite 68, Sacramento, CA 95825

**Owner** DMCD Properties LLC., (916) 869-9143
8941 Renoir Ct, Fair Oaks, CA 95628

**Vicinity Map**

**Summary**

The applicant is requesting to subdivide three parcels into nine parcels and construct nine detached Single Family Residential units on approximately 0.373 acres in the General Commercial (C-2) zone within the Poverty Ridge Historic District. The applicant is requesting a Tentative Map to subdivide three parcels into parcels, a Special Permit for alternative ownership housing development, and Preservation Review. There will be four units with access from S Street via a private driveway and five units with garage access from the public alley. All units have one-car or two-car garages. All buildings are designed in the craftsman style that is compatible with the adjacent older existing buildings.

The project is located in the Poverty Ridge Historic District and is subject to Preservation Review. Thus, the project is required to have Preservation Director approval for the architectural design of the buildings. The project was approved by the Preservation Director on January 26, 2011. There were no neighbors at the hearing or opposed to the project design. The Preservation Director approved the project design subject to the Certificate of Appropriateness, which is attached to this report (see Attachment 4). Staff supports the project because it is consistent with the applicable policies of the General Plan and meets the Preservation Development Standards for infill new construction.

| **Table 1: Project Information** |
|---|
| **General Plan designation:** Urban Corridor Low (20-110 du/na) |
| **Existing zoning of site:** General Commercial (C-2) zone |
| **Existing use of site:** Vacant |
| **Property dimensions/area:** 0.373± acres; irregular |
| **Building square footage:** 13,320 ± square feet |
| **Proposed Density:** 24± du/na; 0.82 FAR |
| **Building height:** 29'± to highest plate line, 34'-8"± to top of highest pitch. |

**Background Information**

The property owner has owed Parcels 010-0026-001, 004, 005, & 006 for many years. There was a 900 square foot house on Parcel 005 and an 800 square foot house on Parcel 006. Parcel 001 and 004 have always been vacant. In 2006, the property owner moved the 900 square foot historic house on Parcel 005 to Parcel 004 (PB06-035), and that property (Parcel 004) was sold. In 2009, the 800 square foot house on Parcel 006 was demolished (IR09-385). The applicant submitted the proposed project on September 20, 2010 for 9 detached single family homes on the vacant 3 parcels.

**Public/Neighborhood Outreach and Comments**

Staff routed the application package to Sacramento Housing Alliance, Walk Sacramento, Newton Booth Neighborhoods Association (NBNA), and Midtown Neighborhood Association (formerly Winn Park) on October 12, 2010. Staff also mailed

hearing notices to all property owners within the 500 foot radius for the Preservation Director public hearing on January 26, 2011 and the Planning Commission public hearing on February 10, 2011. In addition, the applicant contacted adjacent property owners during the initial planning phase, and has received general support for the project. Staff received two phone calls from neighbors asked for the details of the project design. Staff is not aware of any opposition comments from any neighborhood associations and property owners at the time of writing the staff report. Project design was approved at the public hearing on January 26, 2011 by the Preservation Director.

Staff received a phone call and letter from an adjacent property owner testifying that he recalls a headstone being located on the property several years ago that may have marked a gravesite. The former tenant of the property took the headstone with them when they moved. There has been no independent verification a gravesite exists on this property. Staff has placed a condition of approval on the Special Permit (Condition C1), requiring that, in the event of discovery or recognition of any human remains during the course of construction, steps shall be taken to contact the County Coroner's office to determine if an investigation is warranted.

**Environmental Considerations**

The Community Development Department, Environmental Planning Services Division has reviewed this project and determined that this is exempt from the provisions of the California Environmental Quality Act (CEQA) Section 15332, In-fill Development Projects. The project is consistent with the general plan designation, policies, and zoning, occurs within city limits on a project site that is no more than five acres substantially surrounded by urban uses, would not result in any significant effects to traffic, noise, air, or water, can be adequately served by utilities and public services, and the site has no value for habitat. There are heritage trees on the site that will be removed, but these will be replaced as approved by the City's Urban Forest Services.

**Policy Considerations**

The 2030 General Plan Update was adopted by City Council on March 3, 2009. The 2030 General Plan's goals, policies, and implementation programs define a roadmap to achieving Sacramento's vision to be the most livable city in America. The 2030 General Plan updated designation of the subject site is Urban Corridor Low, which includes street corridors that have multistory structures and more-intense uses at major intersections, lower-intensity uses adjacent to neighborhoods, and access to transit service throughout. Building heights should be generally ranging from two to six stories. The project is designed with moderate density adjacent to residential neighborhoods as well as in proximity to light rail stations and major bus lines. The proposed building heights (2 & 3-story) and other characteristics, such as building orientation, access, parking, and streetscape, are consistent with the applicable policies of the 2030 General Plan.

**General Plan**

The 2030 General Plan has identified goals and policies under the Land Use and Urban Design Element. This proposed project is consistent with the 2030

General Plan Urban Form Guidelines and meets the 2030 General Plan goals and policies related to use infill urban site. The proposed project establishes a unique sense of place for its residents within the transit corridor and in proximity with the vibrant midtown neighborhood.

**Project Design**

**Land Use**

The project site is zoned General Commercial (C-2) within the Poverty Ridge Historic District. Alternative ownership residential development is permitted in the C-2 zone with the approval of a Planning Commission Special Permit. The applicant proposes to develop nine alternative ownership detached single family houses, and it is consistent with the residential land use policies and density requirements of the General Plan and the Zoning Code. The General Plan Designation for the project site is Urban Corridor Low, and the minimum density requirement is 20 du/na. The maximum density of C-2 zone is 36 du/na. The density of the proposed project is 24± du/na, which is within the density requirement.

**Tentative Map Design**

The applicant is proposing to subdivide three (3) parcels of approximately 0.373 acre into 9 parcels. Each lot will accommodate in one, detached single family residential unit and adequate yard areas. Lots range from approximately 1,361 square feet to 2,303 square feet in size.

Following is a summary of the lot design on the tentative map:

| Table 1 -- Tentative Map Components | | | |
|---|---|---|---|
| **Lot No.:** | **Lot Size:** | **Lot Dimensions:** | **Description:** |
| 1 | 0.043± acre (1,892± square feet) | 40.25’ x 47’± | Rectangular |
| 2 | 0.031± acre (1,361± square feet) | 40.25’ x 33.8’± | Rectangular – Accessing Alley |
| 3 & 5 | 0.033± acre (1,475± square feet) | 27.07’ x 54.5’± | Rectangular – Accessing Alley |
| 4 | 0.033± acre (1,455± square feet) | 26.67’ x 54.5’± | Rectangular – Accessing Alley |
| 6 & 7 | 0.046± acre (2,000± square feet) | 40.40’ x 49.50’± | Rectangular – Accessing Driveway Court |
| 8 & 9 | 0.053± acre (2,303± square feet) | 40.40’ x 57.02’± | Rectangular |

All proposed lots are reviewed as interior lots to determine setbacks, and City services are available to serve all of the proposed parcels. All off-site improvements shall be designed and constructed to the satisfaction of the Development Engineering Division.

All proposed parcels are oriented facing street frontages where adjacent and the proposed orientation is the most feasible layout for gaining future passive or natural heating and cooling opportunities. The project site is surrounded by two public street frontages plus public alley at the south. The current configuration provides adequate density for detached single family units to meet the requirements of the General Plan Designation, utilizes the alley access for vehicles, and provides "eye on the street" by creating the building orientation facing public streets and alleys.

Vehicular Circulation: The project site is located on S Street and 20th Street. Every proposed new parcel is able to access to public streets, public alley, or its private driveway court. The project requires only one driveway curb cut, which meets the Urban Form Guidelines and the policies of the 2030 General Plan under the Section of Corridors.

Pedestrian Circulation: Curb, gutter, and sidewalks currently exist on S and 20th Streets. The project is conditioned to construct standard subdivision improvements per City standards to the satisfaction of the Development Engineering Division. The project will be also required to improve the alley and pave the private driveway to the satisfaction of the Development Engineering Division.

Walls, Fencing & Trees: Fencing for private yards shall not exceed 6 feet in height and shall not be located within the front setback area. Two heritage trees were identified at the middle of the subject site, and the applicant proposes to remove them and replace them with new trees to accommodate the building orientation and lot configuration. The proposed tree removal was supported by City's arborist and removal permits for the heritage trees are required.

Subdivision Review Committee Recommendation:
On January 19, 2011, the Subdivision Review Committee recommended approval of the proposed Tentative Map subject to the conditions of approval in Attachment 1.

Staff recommends approval of the tentative map with conditions since it conforms to the requirements of the City of Sacramento Subdivision Ordinance and other standards required by the City's Development Engineering Division.

**Special Permit for Alternative Ownership Housing**
The proposed residential project is located on S Street, is facing to a newly built residential mixed use building, adjacent to traditional detached residential units, and in proximity to existing light rail stations and retail stores. The proposed site design is consistent with urban form guidelines under the 2030 General Plan. The site is adjacent to the R Street Corridor Special Planning District and is surrounded by small commercial uses and mixed types of residential units.

The proposed units range from approximately 1,270 square feet to 1,564 square feet in size and are two-story in height with single-car garages, except Plan C, which is three-story in height with two-car garages. All proposed units are fronting public streets/Alley

or the private driveway. Garages of five units (Plan C D & E) access through the alley and four units (Plan A & B) access through the private driveway. Each unit has its own front and rear yard areas. The units will be designed with cement fabric lap siding, gridded windows, raised panel roll-up garage doors, and dimensional composition roofing. The homes meet the requirements of the single family residential design principles by providing living areas facing the street and including a usable front porch. The design of the homes provides for a consistent level of detailing/finish on all sides of structure, including trim around all windows and doors. In addition, the project is within the Poverty Ridge Historic District. The project was approved by Preservation Director on January 26, 2011. The project is supported by Preservation Director and meets the Historic Preservation Guidelines for New Construction within a Historic District.

The proposed residential units are alternative ownership housing, which are detached single family residential units on smaller lots and are permitted subject to a Special Permit. Through the review of the Special Permit application, staff reviews the proposed setbacks and lot coverage by comparing the development standards set for the Standard Single Family Homes. The project generally meets the development standards for Standard Single Family Residential units and the proposed setbacks and lot coverage is adequate and will not be detrimental to the public health, safety or welfare, or if it results in the creation of a nuisance.

Proposed setbacks, lot coverage, and height for individual lots are also adequate for small lot alternative ownership housing products. Private access easements will be placed on some of the lots so they can share a common driveway and walkway. This product provides affordable housing opportunities and promotes a diversity of household types and housing choices for residents of all ages and income levels. Staff has analyzed the project and has no objections to the proposal.

Following table provides details of the project's setbacks, lot coverage and height:

| | Required under C-2 | Proposed |
|---|---|---|
| Front Yard Setback | Average of adjacent lots | Average of adjacent lots |
| Interior Setbacks | 3' | 3' |
| Rear Yard Setbacks | 15' | 1' - 6' |
| Alley Setback | 5' | 6' |
| Lot Coverage / FAR | Min: 0.30 & Max: 6.00 | 0.82 FAR |
| Height | 35' max. | 30' |

As stated in the City Zoning Ordinance, a special permit shall be required for any Alternative ownership housing types (townhouse, row house, cluster housing, patio development, condo and non-condo housing). In evaluating special permit proposals of this type, the Planning Commission is required to make the following findings:

A. A special permit shall be granted upon sound principles of land use.

The proposed project is based upon sound principles of land use in that it is consistent with the General Plan goals, principles, and land use designation, is consistent with the policies that encourage reinvestment in urbanized areas, adds to the variety of housing types available in the Central City neighborhood, and will be compatible with the adjacent land uses. The density of the proposed development is in keeping with the goals and policies of the Central City Housing Strategy to increase housing, will contribute to a better jobs/housing balance, and provide a more active and vibrant Central City beyond the hours of 9am to 5pm.

B. A special permit shall not be granted if it will be detrimental to the public health, safety or welfare, or if it results in the creation of a nuisance.

The project, as conditioned, will not be detrimental to the public health, safety, or welfare or result in the creation of a public nuisance in that the project will be well designed to provide adequate private open space for residents and the project generally meets the development standards set by the Zoning Codes. The proposed homes are oriented to provide eyes on the street. The proposed lot width and depth are adequate to protect the privacy of neighbors and ensure access to light and air.

C. A special permit use must comply with the objectives of the general or specific plan for the area in which it is to be located.

The proposed project is consistent with the residential land use policies and development requirements of the General Plan in that the project will redevelop an underutilized, infill property located at a key commercial transportation corridor, will locate residential to take full advantage of the proximity to the public transit and the downtown employment center, and respects the scale and character of the adjacent neighborhood through attention to views, building scale and orientation, and proximity to adjacent uses.

The proposed project is consistent with the applicable policies of the General Plan. The proposal is designed with the intent of encouraging infill development and improving ownership housing opportunities in the Central City. Thus, staff concludes that the Special Permit as properly conditioned, will not negatively affect adjacent businesses and residents. Staff supports the special permit required to construct this residential project.

**Recommendation**

Staff recommends that the Planning Commission approve the proposed project subject to the attached Findings of Facts and Conditions of Approval.

Respectfully submitted by: _____
ELISE GUMM, LEED AP
Associate Planner

Approved by: _____
STACIA COSGROVE
Senior Planner

Recommendation Approved:

_____
GREG BITTER, AICP
Principal Planner

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Attachment 1 Recommended Findings of Fact and Conditions of Approval

**Findings of Fact**

**A. Environmental Determination:** Categorical Exemption pursuant to CEQA Section 15332, Infill Development

Based on the determination and recommendation of the City's Environmental Planning Services Manager and the oral and documentary evidence received at the hearing on the Project, the Planning Commission finds that the Project is exempt from review under Section 15332 (Infill) of the California Environmental Quality Act Guidelines as follows:

a. The project complies with all applicable policies of the General Plan, as well as with the applicable zoning regulations;

b. The proposed development occurs within City limits on a project site of no more than five (5) acres substantially surrounded by urban uses;

c. The project site has no value as habitat for endangered, rare or threatened species;

d. Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and

e. The site can be adequately served by all required utilities and public services.

**B. Tentative Map** to subdivide three parcels into 9 parcels for 9 detached single family residential units is approved based on the following Findings of Fact:

1. None of the conditions described in Government Code Section 66474, subsection (a) through (g), inclusive, exist with respect to the proposed subdivision as follows:

   a. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the City's General Plan, all applicable community and specific plans, and Title 16 of the City Code, which is a specific plan of the City;

   b. The site is physically suitable for the type of development proposed and suited for the proposed density;

   c. The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife their habitat;

d. The design of the subdivision and the type of improvements are not likely to cause serious public health problems;

e. The design of the subdivision and the type of improvements will not conflict with easements, acquired by the public at large, for access through or use, of, property within the proposed subdivision.

2. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the City General Plan and Title 16 Subdivisions of the City Code, which is a specific plan of the City (Gov. Code §66473.5);

3. The discharge of waste from the proposed subdivision into the existing community sewer system will not result in a violation of the applicable waste discharge requirements prescribed by the California Regional Water Quality Board, Central Valley Region, in that existing treatment plants have a design capacity adequate to service the proposed subdivision (Gov. code §66474.6);

4. The design of the proposed subdivision provides, to the extent feasible, for future passive or natural heating and cooling opportunities (Gov. Code §66473.1);

5. The City Council has considered the effect of the approval of this tentative subdivision map on the housing needs of the region and has balanced these needs against the public service needs of its residents and available fiscal and environmental resources (Gov. Code §66412.3).

**C.** The **Special Permit for Alternative Ownership Housing** to construct 9 detached single family residential units in the General Commercial (C-2) zone is approved based on the following Findings of Fact:

1. The proposed project is based upon sound principles of land use in that it is consistent with the General Plan goals, principles, and land use designation, and:

a. The proposed residential use is consistent with the General Plan designation and policies that encourage reinvestment in urbanized areas;

b. The project adds to the variety of housing types available in the area and will be compatible with the adjacent land uses;

c. The density of the proposed development is in keeping with the goals and policies of the Central City Housing Strategy to increase housing,

will contribute to a better jobs/housing balance, and provide a more active and vibrant Central City beyond the house of 9am to 5pm.

2. The project, as conditioned, will not be detrimental to the public health, safety, or welfare or result in the creation of a public nuisance in that the project will be well designed, and

   a The project will provide adequate open space and parking for residents;

   b The project will meet Zoning Code requirements.

   c The proposed homes are oriented to provide eyes on the street.

   d The proposed lot width and depth are adequate to protect the privacy of neighbors and ensure access to light and air.

3. The proposed project complies with the objective of the General Plan or Specific Plan for the area to which it is located in that:

   a The project will redevelop an underutilized, infill property located at a key commercial transportation corridor, and:

   b The project will locate residential uses to take full advantage of the proximity to the transit stations and downtown employment center;

   c The project respects the scale and character of the adjacent neighborhood through attention to views, building scale and orientation, and proximity to adjacent uses;

**Conditions of Approval**

**B.** **Tentative Map** to subdivide three parcels into 9 parcels for 9 detached single family residential units is **approved** subject to the following Conditions of Approval:

**NOTE: These conditions shall supersede any contradictory information shown on the Tentative Map approved for this project (P10-069). The design of any improvement not covered by these conditions shall be to City standard.**

**GENERAL**: All Projects

B1. Pay off existing assessments, or file the necessary segregation requests and fees to segregate existing assessments;

B2. Pursuant to City Code Section 16.40.190, indicate easements on the Final Map to allow for the placement of centralized mail delivery units. The specific locations for such easements shall be subject to review and approval of the Department of Transportation after consultation with the U.S. Postal Service;

B3. Private reciprocal ingress, egress, maneuvering and parking easements are required for future development of the area covered by this Tentative Map. The applicant shall enter into and record an Agreement For Conveyance of Easements with the City stating that a private reciprocal ingress/egress, maneuvering, and parking easement shall be conveyed to and reserved from Parcels 6, 7, 8 and 9, at no cost, at the time of sale or other conveyance of either parcel;

B4. The applicant shall dedicate a reciprocal pedestrian easement between parcels 4 and 5 to accommodate a planned walkway. The easement shall be a minimum of 4-feet wide;

B5. Show all continuing and proposed/required easements on the Final Map;

**Department of Transportation**: Streets

B6. Construct standard subdivision improvements as noted in these conditions pursuant to section16.48.110 of the City Code. Improvements shall be designed and constructed to City standards in place at the time that the Building Permit is issued. All improvements shall be designed and constructed to the satisfaction of the Department of Transportation. Any public improvement not specifically noted in these conditions shall be designed and constructed to City Standards. This shall include street lighting and the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk fronting the property along 20th and S streets per City standards and to the satisfaction of the Department of Transportation;

B7. Design private drives to meet the City standards regarding structural section. Private drives shall be inspected to the satisfaction of the Department of Transportation;

B8. Provide a standard driveway at the entrance to the private drive;

B9. The applicant shall repair/reconstruct and deteriorated portions of the existing alley per City standards (in Concrete) and to the satisfaction of the Department of Transportation. The limit of work shall be from the parcels property line to 20$^{th}$ street. This shall include the entrance to the alley from 20$^{th}$ Street to be ADA-compliant;

B10. The applicant shall be responsible for the repair/reconstruction of the existing ADA ramps at the SE corner of 20$^{th}$ and S streets (If non-ADA compliant);

B11. The design and placement of walls, fences, signs and Landscaping near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height. The area of exclusion shall be determined by the Department of Transportation;

**PUBLIC/PRIVATE UTILITIES**

B12. Dedicate Lot 3-9 as public utility easement for underground facilities and appurtenances except for those areas where buildings are located;

**CITY UTILITIES**

B13. The applicant shall grant and reserve easements as needed, for water, drainage and sanitary sewer facilities, and for surface storm drainage, at no cost at or before the time of sale or other conveyance of any parcel or lot. A note stating the following shall be placed on the Final Map: "Reciprocal easements for ingress/egress, parking, utilities, drainage, water and sanitary sewer facilities, and surface storm drainage shall be granted and reserved, as necessary and at no cost, at or before the time of sale or conveyance of any parcel shown in this map;

B14. A grading plan showing existing and proposed elevations is required. Adjacent off-site topography shall also be shown to the extent necessary to determine impacts to existing surface drainage paths. The Final Map shall not be issued until the grading plan has been reviewed and approved by the DOU;

B15. Prior to or concurrent with the submittal of improvement plans, a combined sanitary sewer study is required and shall be approved by the DOU. The study shall provide an analysis of the pre and post development condition of both the sewer and drainage flow that is contributing to the combined system. If it is shown that the post development conditions cause an increase in flow to the combined system, either onsite storage and/or improvements to existing combined sanitary system will be required to the satisfaction of the DOU;

B16. Based on the Fire Departments requirements, the applicant may be required to extend a public water main in S Street. The design and construction of the water main shall be to the satisfaction of the Department of Utilities;

B17. This project is served by the Combined Sewer System (CSS). Therefore, the developer/property owner will be required to pay the Combined System Development Fee prior to recording the final map. The impact to the CSS is estimated to be 9 ESD's. The Combined Sewer System fee is estimated to be $1,019.43 plus any increases to the fee due to inflation;

**PPDS: PARKS**

B18. **Payment of In-lieu Park Fee**: Pursuant to Sacramento City Code Chapter 16.64 (Parkland Dedication) the applicant shall pay to City an in-lieu park fee in the amount determined under SCC §§16.64.040 and 16.64.050 equal to the value of land prescribed for dedication under 16.64.030 and not satisfied by dedication. (See Advisory Note);

B19. **Maintenance District**: The applicant shall initiate and complete the formation of a parks maintenance district (assessment or Mello-Roos special tax district), or annex the project into an existing parks maintenance district. The applicant shall pay all city fees for formation of or annexation to a parks maintenance district. (Contact Diane Morrison, Special Districts, Project Manager. In assessment districts, the cost of neighborhood park maintenance is equitably spread on the basis of special benefit. In special tax districts, the cost of neighborhood park maintenance is spread based upon the hearing report, which specifies the tax rate and method of apportionment.);

**FIRE**

B20. Provide the required fire hydrants in accordance with CFC 508 and Appendix C, Section C105. *Applicant will be required to install a hydrant at the southeast corner of 20th Street and S Street;*

B21. A reciprocal ingress egress agreement shall be provided for review by City Attorney for all shared driveways being used for Fire Department access;

**MISCELLANEOUS**

B22. A private maintenance agreement with CC&R's shall be reviewed and approved by the City (prior to the recordation of the map). The private maintenance agreement shall ensure maintenance of all private drives, common lights, common sewers, common landscaping, common areas and walkways and shall be recorded at the time of sale or other conveyance of each parcel;

**ADVISORY NOTES:**

The following advisory notes are informational in nature and are not a requirement of this Tentative Map:

B23. If unusual amounts of bone, stone, or artifacts are uncovered, work within 50 meters of the area will cease immediately and a qualified archaeologist shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less than significant effect before construction resumes. A note shall be placed on the final improvement plans referencing this condition; (DOT)

B24. The proposed project is located in the Flood zone designated as **Shaded X** zone on the Federal Emergency Management Agency (FEMA) Federal Insurance Rate Maps (FIRMs) that have been revised by a Letter of Map Revision effective February 18, 2005. Within the Shaded X zone, there are no requirements to elevate or flood proof; (DOU)

B25. Developing this property will require the payment of SRCSD sewer impact fees. Impact fees shall be paid prior to issuance of Building Permits. Applicant should contact the Fee Quote Desk at 876-6100 for sewer impact fee information; (SASD)

B26. As per City Code, the applicant will be responsible to meet his/her obligations regarding: (PARKS)

1. Title 16, 16.64 Park Dedication / In Lieu (Quimby) Fees, due prior to recordation of the final map. The Quimby fee due for this project is estimated at $40,230. This is based on nine single family units and an average land value of $250,000 per acre for the Central City Planning Area, plus an additional 20% for off-site park infrastructure improvements, less acres in land dedication. Any change in these factors will change the amount of the Quimby fee due. The final fee is calculated using factors at the time of payment.

2. Title 18, 18.44 Park Development Impact Fee, due at the time of issuance of building permit. The Park Development Impact Fee due for this project is estimated at $21,717. This is based on nine single family units at the Specified Infill Rate of $2,413 per unit. Any change in these factors will change the amount of the PIF due. The fee is calculated using factors at the time that the project is <u>submitted</u> for building permit.

3. Community Facilities District 2002-02, Neighborhood Park Maintenance CFD Annexation

**C.** **Special Permit** to construct 9 detached single family residential units in the General Commercial (C-2) zone is **approved** subject to the following Conditions of Approval:

**PLANNING**

C1. In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps should be taken:

1. There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:

a. The coroner of the county in which the remains are discovered must be contacted to determine that no investigation of the cause of death is required, and

b. If the coroner determines the remains to be Native American:

I. The coroner shall contact the Native American Heritage Commission within 24 hours.

II. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American.

III. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code section 5097.98, or

2. Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.

a. The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission.

b. The descendant identified fails to make a recommendation; or

c. The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.

C2. The project shall be constructed in conformance with the approved revised plans included as Exhibits A-I. Any modification to the project shall be subject to review and approval by Planning Staff prior to issuance of building permit and may result in a requirement for additional entitlements.

C3. The project shall be constructed in conformance with the proposed setbacks shown on the approved revised site plan. Any modification to the setback shall be subject to review and approval by the Planning Division.

C4. Decorative lights shall be provided around garages and at front entries. Lighting fixtures shall be of a high quality decorative design, having a color and style which is compatible with the building architecture, as determined by the Urban Design Manager.

C5. Lighting shall be designed so as not to produce hazardous and annoying glare to motorists and building occupants, adjacent residents, or the general public.

C6. Each building address number shall be illuminated.

C7. Decorative raised panel with glass roll-up doors shall be provided for all garages as shown on the revised plans.

C8. Front landscaping and automatic irrigation systems shall be provided on each lot.

C9. Applicant/owner shall obtain all necessary building permits prior to construction.

C10. Development of this site shall be in compliance with the conditions of approval on the Tentative Map (P10-069).

C11. Development of this project shall be in compliance with all Certificate of Appropriateness by Preservation Director (P10-069).

**DEVELOPMENT ENGINEERING**

C12. Construct standard improvements as noted in these conditions pursuant to chapter 18 of the City Code. Improvements shall be designed and constructed to City standards in place at the time that the Building Permit is issued. All improvements shall be designed and constructed to the satisfaction of the Department of Transportation. Any public improvement not specifically noted in these conditions shall be designed and constructed to City Standards. This shall include street lighting and the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk fronting the property along 20th and S streets per City standards and to the satisfaction of the Department of Transportation;

C13. Design private drives to meet the City standards regarding structural section. Private drives shall be inspected to the satisfaction of the Department of Transportation;

C14. Provide a standard driveway at the entrance to the private drive;

C15. The applicant shall repair/reconstruct and deteriorated portions of the existing alley per City standards (in Concrete) and to the satisfaction of the Department of Transportation. The limit of work shall be from the parcels property line to 20th

street. This shall include the entrance to the alley from 20th Street to be ADA-compliant;

C16. The applicant shall be responsible for the repair/reconstruction of the existing ADA ramps at the SE corner of 20th and S streets (If non-ADA compliant);

C17. The design and placement of walls, fences, signs and Landscaping near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height. The area of exclusion shall be determined by the Department of Transportation;

C18. A private maintenance agreement with CC&R's shall be reviewed and approved by the City (prior to the recordation of the map). The private maintenance agreement shall ensure maintenance of all private drives, common lights, common sewers, common landscaping, common areas and walkways and shall be recorded at the time of sale or other conveyance of each parcel;

C19. The applicant shall record the Final Map, which creates the lot pattern shown on the proposed site plan prior to obtaining any Building Permits;

C20. All new driveways shall be designed and constructed to City Standards to the satisfaction of the Department of Transportation. All access to garages off the alley shall be off-set by a minimum distance of 6-feet;

**DEPARTMENT OF UTILITIES**

C21. Provide a separate metered domestic water services to each single-family residential parcel. Only one domestic water service is allowed per parcel. Excess services shall be abandoned to the satisfaction of the Department of Utilities.

C22. The building pad elevation shall be approved by the DOU and shall be a minimum of 1.5 feet above the local controlling overland release elevation or a minimum of 1.2 feet above the highest adjoining back of sidewalk elevation, whichever is higher, unless otherwise approved by the Department of Utilities.

C23. The applicant must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance requires the applicant to show erosion and sediment control methods on the subdivision improvement plans. These plans shall also show the methods to control urban runoff pollution from the project site during construction.

C24. Provide a grading plan showing existing and proposed elevations. Adjacent off-site topography shall also be shown to the extent necessary to determine impacts to existing surface drainage paths. No grading shall occur until the grading plan has been reviewed and approved by the DOU.

C25. Prior to or concurrent with the submittal of improvement plans, a combined sanitary sewer study is required and shall be approved by the DOU. The study shall provide an analysis of the pre and post development condition of both the sewer and drainage flow that is contributing to the combine system. If it is shown that the post development conditions cause an increase in flow to the combined system, either onsite storage and/or improvements to existing combined sanitary system will be required to the satisfaction of the DOU.

C26. Based on the Fire Departments requirements, the applicant may be required to extend a public water main in S Street. The design and construction of the water main shall be to the satisfaction of the Department of Utilities.

C27. This project is served by the Combined Sewer System (CSS). Therefore, the developer/property owner will be required to pay the Combined System Development Fee prior to recording the final map. The impact to the CSS is estimated to be 9 ESD's. The Combined Sewer System fee is estimated to be $1,019.43 plus any increases to the fee due to inflation.

**FIRE**

C28. Timing and Installation. When fire protection, including fire apparatus access roads and water supplies for fire protection, is required to be installed, such protection shall be installed and made serviceable prior to and during the time of construction.

C29. Provide a water flow test. (Make arrangements at the Permit Center walk-in counter: 300 Richards Blvd, Sacramento, CA 95814). CFC 508.4

C30. The furthest projection of the exterior wall of a building shall be accessible from within 150 ft of an approved Fire Department access road and water supply as measured by an unobstructed route around the exterior of the building. (CFC 503.1.1)

C31. Provide at least 5' setback for second story bedroom windows to allow for fire ladder rescue operations. Provide clear access to buildings openings, free to landscaping and other obstructions. Exterior doors and openings required by this code or the Building Code shall be maintained readily accessible for emergency access by the Fire Department. CFC 504.

**SOLID WASTE DIVISION**

C32. Project shall meet the requirements outlined in Sacramento City Code Chapter 17.72.

C33. Single family homes shall have enough space to set out three cans (garbage, recycling, green waste) for collection, with 3 ft. of space between each can and neighboring objects (cars, street lights, poles, etc.).

C34. Cans shall be placed for collection along the street or alley which the driveway for that home faces. In other words, if the garage or driveway faces 20th Street, the cans shall be placed there; if facing the alley, in that alleyway; if facing S Street, then along S Street. Generally, whichever is closest to the home.

**ADVISORY NOTES**

C35. Many projects within the City of Sacramento require on-site booster pumps for the fire suppression and domestic water system. Prior to design of the subject project, the Department of Utilities suggests that the applicant request a water supply test to determine what pressure and flows the surrounding public water distribution system can provide to the site. This information can then be used to assist the engineers in the design of the fire suppression systems.

C36. The proposed project is located in the Flood zone designated as Shaded X zone on the Federal Emergency Management Agency (FEMA) Federal Insurance Rate Maps (FIRMs) that have been revised by a Letter of Map Revision effective February 18, 2005. Within the Shaded X zone, there are no requirements to elevate or flood proof.

C37. Water services on the downstream side of the meter fall under the Building Divisions jurisdiction. The Building Division will require and review private water easements as needed.

C38. Sewer services on the upstream side of the point of service cleanout/manhole fall under the Building Divisions jurisdiction. The Building Division will require and review private sewer easements as needed.

C39. Per the newly adopted 2010 California Residential Code, all new residential construction including 1 and 2 family dwellings and townhouses will be required to be sprinklered effective January 1, 2011.

C40. Applicant proposes removal of two onsite heritage trees and shall obtain a heritage tree removal permit prior to commencement of construction activity.

C41. Offsite tree protection shall be required along S Street during construction.

C42. Applicant shall replant trees on site per UFS review to mitigate proposed heritage tree removal.

C43. Applicant shall submit complete revised landscape plans for UFS to review.

C44. Landscape plans shall provide tree canopy values consistent with the City General Plan. Adequate planter and canopy space for onsite tree planting shall be required.

C45. Applicant shall schedule hearing to determine the permit status for the proposed removal of heritage trees, (one 13.6” DBH valley oak and one 16.5” DBH blue oak along the east property line of 2012 S Street).

C46. Each tree north of the project site in the park strip shall be protected by a 6’ high 7’ x 10’ chain link fence enclosure prior to any construction activity.

C47. Applicant/contractor shall hand dig a 14” to 16” deep exploratory trench along proposed edges of the new driveway across the existing park strip on S Street. No roots greater than 2” in diameter shall be cut prior to a UFS inspection, which can be scheduled by calling the City 311 information center.

C48. Applicant shall submit a pruning permit application prior to cutting any roots greater than 2” in diameter along S Street.

C49. All trees shall be irrigated on a non-turf station by a minimum of two pop-up heads 40” to 50” from center trunk line. Other irrigation designs may be approved pending review of the City Landscape Architecture department and the Urban Forest Services Division. Further comments pending submittal of a complete landscape plan.

C50. All trees are to be planted in a gradual mound 2” to 3” higher than the surrounding grade and mulched w/ wood chips (playground fiber or coarser) to a depth of approximately 3”.

C51. Design plan to show no groundcover, turf or shrubs planted within 4’ of tree trunks.

## SURVEY NOTES

1) A PRELIMINARY TITLE REPORT BY FIDELITY NATIONAL TITLE COMPANY, ESCROW NO. 10-4018113-KB, DATED MAY 28, 2010 WAS PROVIDED FOR THE PREPARATION OF THIS SURVEY.

2) THE POSITION OF IDENTIFIED RECORD EASEMENTS HAVE BEEN PLOTTED USING RECORD DESCRIPTIONS. SURFACE FACILITIES HAVE BEEN PLOTTED USING FIELD INFORMATION. THE ACTUAL LOCATIONS OF UNDERGROUND FACILITIES SHOULD BE VERIFIED PRIOR TO ANY NEW CONSTRUCTIONS.

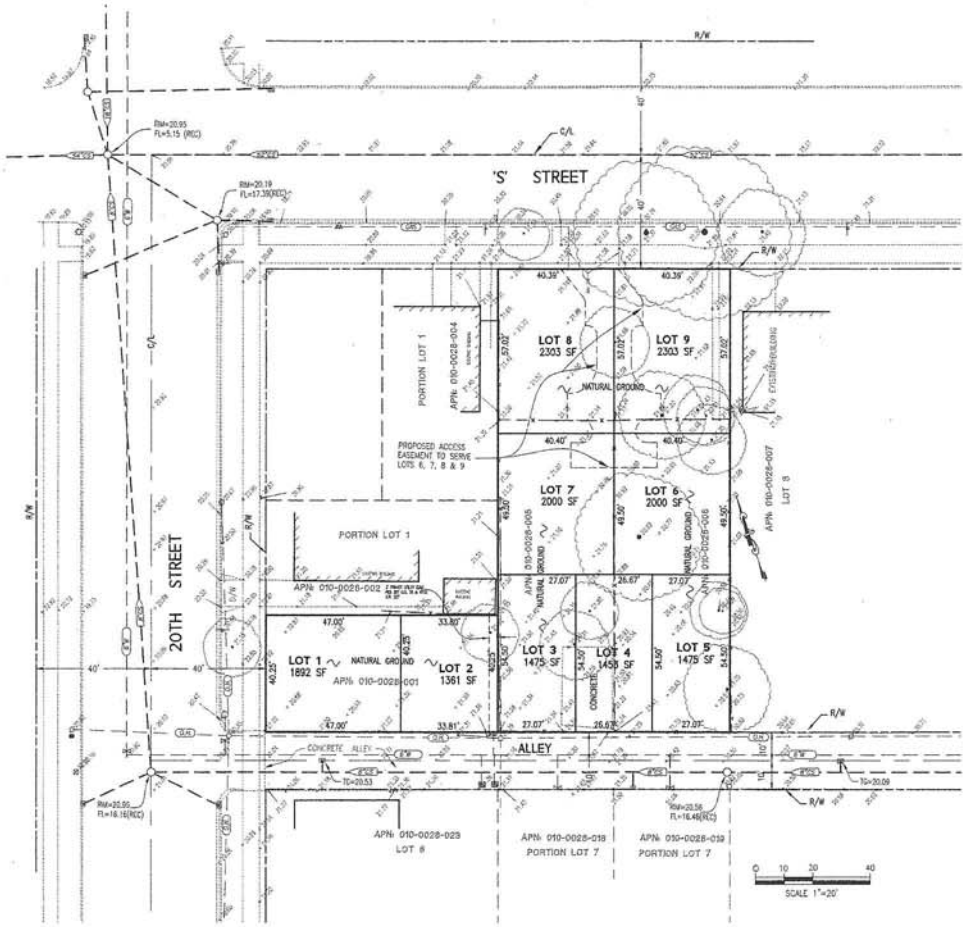
3) THIS IS NOT A BOUNDARY SURVEY. ADDITIONAL FIELD SURVEY AND RESEARCH WILL BE REQUIRED TO ESTABLISHED THE ACTUAL BOUNDARY.

4) THE TYPES, LOCATION, SIZES AND/OR DEPTHS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THESE DRAWINGS WERE OBTAINED FROM SOURCES OF VARYING RELIABILITY. INTERESTED PARTIES ARE CAUTIONED THAT ONLY ACTUAL EXCAVATION WILL REVEAL THE TYPES, EXTENT, SIZES, LOCATIONS AND DEPTHS OF SUCH UNDERGROUND UTILITIES. JTS ENGINEERING CONSULTANTS, INC. ASSUMES NO RESPONSIBILITY FOR THE COMPLETENESS OR ACCURACY OF ITS DELINEATION OF SUCH UNDERGROUND UTILITIES NOR FOR THE EXISTENCE OF OTHER BURIED OBJECTS OR UTILITIES WHICH MAY BE ENCOUNTERED BUT WHICH ARE NOT SHOWN ON THESE DRAWINGS. PRESCRIPTIVE EASEMENTS MAY EXIST OVER THOSE FACILITIES WHICH ARE NOT WITHIN THE RECORD EASEMENT.

## LEGEND

MANHOLE
DRAIN INLET
WATER LINE
DRAIN LINE
COMBINED SYSTEM LINE
FIRE HYDRANT
WATER VALVE
POST IND. VALVE
SEWER CLEAN OUT
WATER METER
FIRE DEPT. CONNECTION
EDGE OF PAVEMENT
CONCRETE CURB
SPOT ELEVATION
SIGNAL LIGHT
PARKING LIGHT
U.G. TELEPHONE LINE
U.G. ELECTRIC LINE
PULL BOX
UTILITY POLE
GAS METER
ELECTRICAL BOX
OVER HEAD WIRE
UTILITY POLE W/GUY
PUBLIC STREET LIGHT
SIGN
FENCE
WALL
GUARD POST
SLOPE BANK
CONCRETE
VAULT
TRANSFORMER
TREE

VICINITY MAP (NO SCALE)




REVISED

## EXISTING LEGAL DESCRIPTION:

LOT 2 AND SOUTHERLY 1/4 OF LOT 1 IN THE BLOCK BOUNDED BY 'S' AND 'T' STREETS AND 20TH AND 21ST STREETS, ACCORDING TO THE OFFICIAL PLAT OF THE CITY OF SACRAMENTO, COUNTY OF SACRAMENTO, CALIFORNIA.

**APN:** 010-0026-001, 005 and 006

**OWNER:** DMCD PROPS LLC
8941 RENOIR COURT
FAIR OAKS, CA 95628
TEL: (916) 809-9143
FAX: (916) 454-8257
EMAIL: vincem@mcdonaldphoc.com

**APPLICANT/ DEVELOPER:** JOHN B. MANSFIELD
C/O-KEUSDER AND MANSFIELD LLC
2400 SIERRA BLVD., #68
SACRAMENTO, CA 95825
TEL: (916) 591-8235
FAX: N/A
EMAIL: jmanscon@aol.com

**ENGINEER:** JTS ENGINEERING CONSULTANTS INC.
1808 J STREET
SACRAMENTO, CA 95814
TEL: (916) 441-6708
FAX: (916) 441-5336
CONTACT: FRANK N. WALKER, P.E., L.S.
EMAIL: frank.walker@jtsengineering.com

**PROJECT ADDRESS:** 1915 20TH ST and 2010, 2012 'S' ST
SACRAMENTO, CA 95816

| | EXISTING | PROPOSED |
|---|---|---|
| ZONING: | C-2 | NO CHANGE |
| USE: | VACANT | 9 LOTS FOR SINGLE FAMILY RESIDENCES |
| PARCELS: | 3 | 9 |
| AREA: (NET) | 0.373 ±AC | AS SHOWN ON MAP |

**SCHOOL DISTRICT:** SACRAMENTO UNIFIED

**REQUEST:**
1) TENTATIVE SUBDIVISION MAP TO SUBDIVIDE THE EXISTING THREE PARCELS INTO NINE RESIDENTIAL LOTS.
2) SUBDIVISION MODIFICATION AND
3) SPECIAL PERMIT FOR ALTERNATIVE HOUSING TO ALLOW DEVELOPMENT AS SHOWN ON THIS MAP.

## NOTES:

1) ALL ONSITE TREES WILL BE REMOVED AND MITIGATED. PUBLIC STREET TREES TO REMAIN AND BE PROTECTED.
2) PRIVATE VEHICULAR ACCESS EASEMENTS WILL BE PROVIDED OVER LOTS 8 AND 9 IN FAVOR OF LOTS 6 AND 7.
3) PRIVATE PEDESTRIAN ACCESS EASEMENTS WILL BE PROVIDED OVER LOTS 6, 7, 8 AND 9 IN FAVOR OF LOTS 3, 4 AND 5.
4) UTILITY EASEMENTS WILL BE PROVIDED BETWEEN LOTS 3, 4, 5, 6, 7, 8 AND 9.

REGISTERED PROFESSIONAL ENGINEER No. 35635 Exp. 9-30-11 1-10-11 CIVIL STATE OF CALIFORNIA

## UTILITY CONTACTS

| | | | |
|---|---|---|---|
| TELEPHONE | AT&T | ENGINEERING DEPT. | (916) 972-2142 |
| GAS | PG&E | ROOSEVELT HARRIS | (916) 386-5153 |
| ELECTRICITY | SMUD | WAYNE LUNDSTROM | (916) 732-5738 |
| WATER | CITY OF SACRAMENTO | MARK DILLEY | (916) 808-7492 |
| CABLE | COMCAST | KIP MILLER | (650) 444-5865 |
| DRAINAGE | CITY OF SACRAMENTO | MARK DILLEY | (916) 808-7492 |
| SEWER | CITY OF SACRAMENTO | MARK DILLEY | (916) 808-7492 |
| FIRE | CITY OF SACRAMENTO | CHRIS SUTER | (916) 808-5257 |
| UNDERGROUND SERVICE ALERT | UNDERGROUND SERVICE ALERT | | (800) 227-2600 |

BENCHMARK ELEV. 23.130 FT.
CITY B.M.#297-E50
HILTI NAIL TRAFFIC LIGHT BASE SOUTHWEST CORNER OF 21ST AND S STREETS

FIELD BOOK NO.____ PG.____

JTS ENGINEERING CONSULTANTS, INC.
1808 J STREET
SACRAMENTO CALIFORNIA 95814 (916) 441-6708

DESIGNED: N/A
DRAWN: Amin
CHECKED: FNW
SUBMITTED: FRANK N. WALKER RCE: 35635
SCALE: 1"=20'

| NO | DATE | REVISION | APPROVAL | BY |
|---|---|---|---|---|
| 1 | 12/14/10 | REVISED LOT SIZE AND EASEMENT PER CITY REVIEW | | FNW |

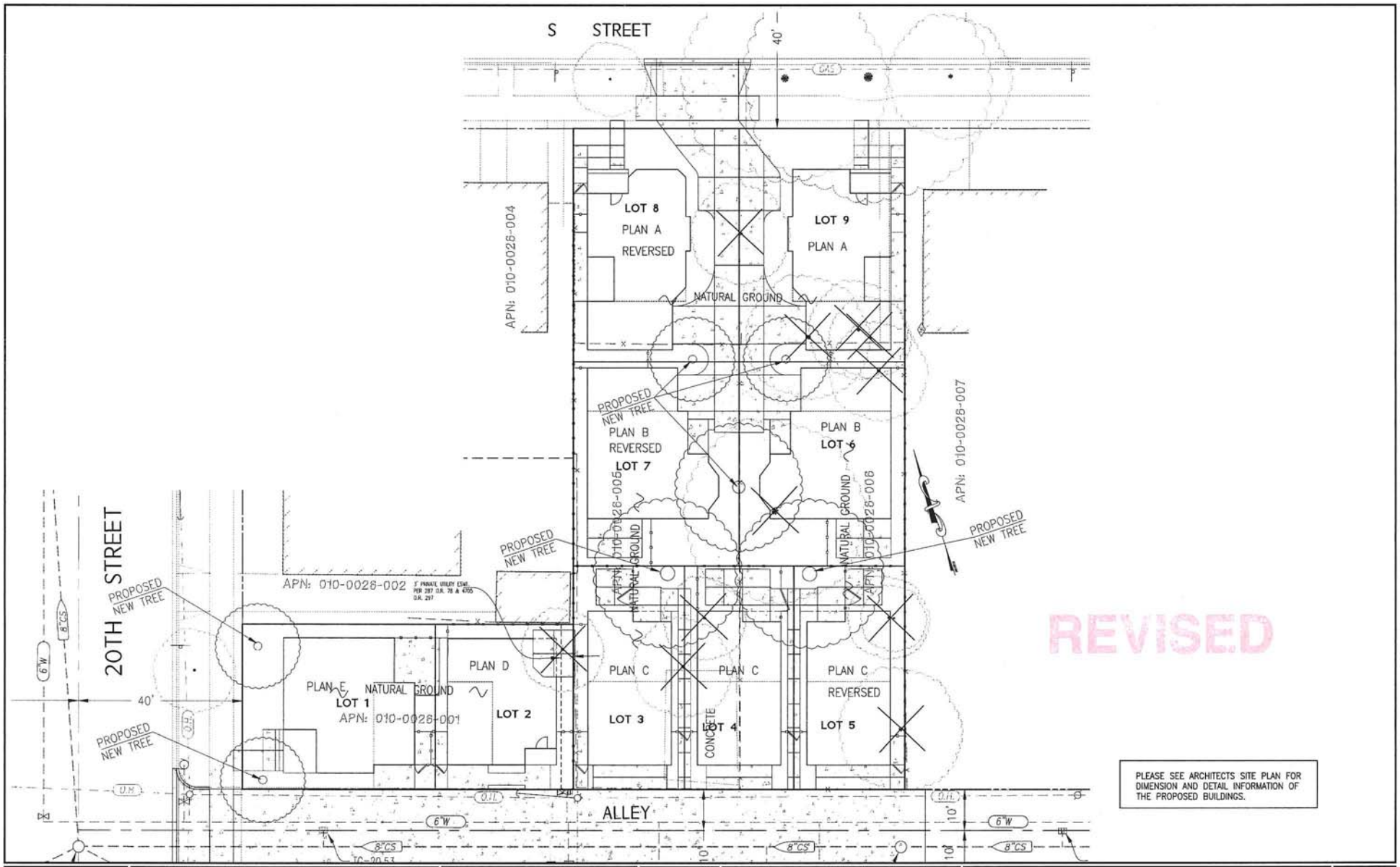
TENTATIVE SUBDIVISION MAP
# CRAFTSMEN AT S AND 20TH
1915 20TH ST and 2010, 2012 'S' ST
CITY OF SACRAMENTO APN: 010-0026-001, 005 and 006 CALIFORNIA

DATE: 9/14/10
SHEET 1 OF 1
JOB NO: 2010-045

Craftsman@20&S TM (P10-069)

February 10, 2011

Exhibit B Civil Site Plan




BENCHMARK ELEV. _____

FIELD BOOK NO. _____ PG. _____

JTS ENGINEERING CONSULTANTS, INC.
1808 J STREET
SACRAMENTO CALIFORNIA 95814 (916) 441-6708

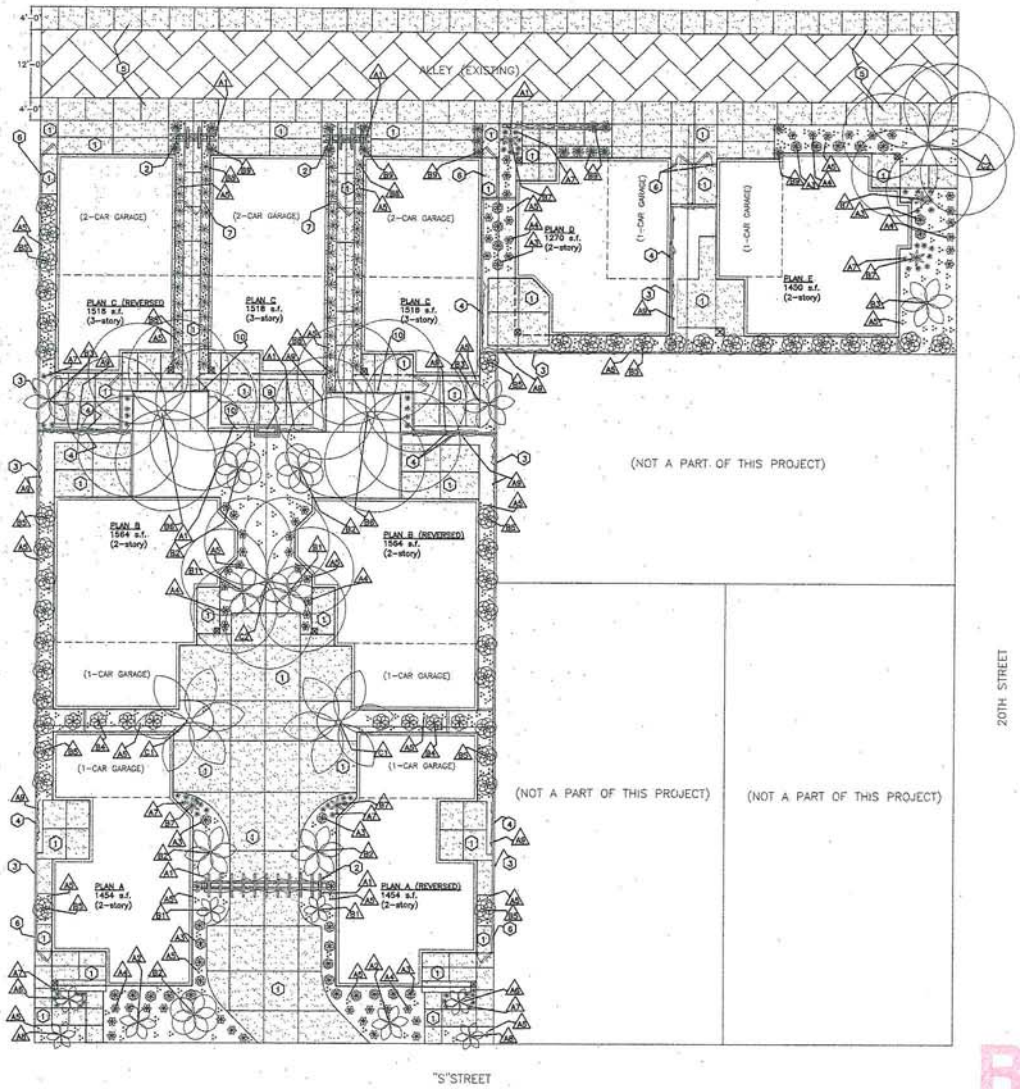
DESIGNED:
DRAWN:
CHECKED: FNW
SUBMITTED: FRANK N. WALKER RCE: 35635
SCALE: 1"=10'

| NO. | DATE | DESCRIPTION | ENGR INIT | APPROVAL BY | DATE |
|---|---|---|---|---|---|
| 1 | 12/14/2010 | REVISED PER CITY REVIEW | FNW | | |

CIVIL SITE PLAN
CRAFTSMEN AT S AND 20TH
1915 20TH ST and 2010, 2012 'S' ST
CITY OF SACRAMENTO APN: 010-0026-001, 005 and 006 CALIFORNIA

DATE: 9/20/10
SHEET 1 OF 1

JOB NO: 2010-045




PRELIMINARY HARDSCAPE NOTES

1. COLOR CONCRETE PAVING AND DRIVEWAYS WITH SALT FINISH AND DEEP GROOVE EXPANSION JOINTS. THE PAVING IS TO BE CONSTRUCTED OF 4" MIN. THICKNESS OF POURED CONCRETE OVER 4" MIN. THICKNESS OF COMPACTED GRAVEL WITH 6X6X10X10 WWM. DRIVEWAY CONSTRUCTED OF 6" MIN. THICKNESS OF POURED CONCRETE OVER 6" MIN. THICKNESS OF COMPACTED GRAVEL WITH 6X6X10X10 WWM.
2. ARBOR OF WOOD OR PVC STAINED OR PAINTED THE BUILDING COLOR.
3. 6'-0" HIGH WOOD FENCE STAINED OR PAINTED THE BUILDING COLOR. THE FENCE IS TO PRESSURE TREATED WOOD POSTS WITH 2X4 RAILS FACED WITH THE BUILDING SIDING AND CAPPED WITH A 2X8.
4. OPTION: MOUNTED TO THE FENCE WALL: FOUNTAINS. PROVIDE A 110 ELECTRICAL JUNCTION BOX WITH SWITCH AND GFI.
5. ALLEY WAY IS TO HAVE 4'-0" WIDE WALKS ON BOTH SIDES OF THE ALLEY OF COLOR CONCRETE WITH SALT FINISH AND DEEP GROOVE EXPANSION JOINTS. THE DRIVEWAY BETWEEN THE WALKS IS TO BE EITHER STAMPED COLORED CONCRETE OR PAVERS. THE ALLEY CONCRETE IS TO BE CONSTRUCTED OF 4" MIN. THICKNESS OVER 4" MIN. THICKNESS OF COMPACTED GRAVEL WITH 6X6X10X10 WWM.
6. WOOD FENCE WITH GATE TO ENCLOSE THE GARBAGE AREAS. THE FENCE/GATE IS TO BE CONSTRUCTED OF 4X4 PRESSURE TREATED WOOD POSTS WITH 2X4 RAILS FACED WITH SIDING THAT MATCHES THE BUILDING SIDING AND CAPPED WITH A 2X8. FENCE/GATES ARE TO BE STAINED OR PAINTED THE BUILDING COLOR.
7. FENCE WITH DECORATIVE GATE TO ENCLOSE THE SIDE YARD ENTRANCES. SEE NOTE #6
8. DECORATIVE SCREEN OF WOOD OR PVC STAINED OR PAINTED THE BUILDING COLOR.
9. DBG SE-9012 "PHOENIX" GAS LOG WITH VENT IN BACK - PROVIDE A GAS LINE FOR THE GAS LOG.
10. 48"X96" IRON LATTICE SCREEN - POTTERY WORLD

PRELIMINARY PLANTING NOTES

A.
1. POTATO VINE (Solanum laxum)
2. CORAL BARK JAPANESE MAPLE (Acer palmatum "Sango-Kaku")
3. YULE TIDE CAMELLIA (Camellia oleaneque "Yule Tide")
4. ALASKA AZALEA (Azalea satsuki "Alaska")
5. VINCA MINOR (Vinca minor)
6. INEBE-SHIDARE JAPANESE MAPLE (Acer palmatum "Inebe-Shidare")
7. MONDO GRASS (Ophiopogon japonica)
8. GREEN MAPLE (Acer palmatum)
9. CREEPING FIG (Ficus pumila)

B
1. RED DRAGON JAPANESE MAPLE (Acer palmatum "Red Dragon")
2. WHITE FLOWERING DOGWOOD (Cornus spp.)
3. BLOODGOOD JAPANESE MAPLE (Acer palmatum "Bloodgood")
4. CAMELLIA (Camellia japonica)
5. PODOCARPUS (Podocarpus gracilior)
6. WILLOW OAK 24" BOX (Quercus phellos)
7. SAGO PALM (Cycas revoluta)
8. VARIEGATED LIRIOPE (Liriope muscari "Variegata")
9. WHITE FLOWERING AGAPANTHUS (Agapanthus "Snowstorm")

C
1. DOGWOOD 24" BOX (Cornus spp.)
2. CHINESE PISTACHE 24" BOX (Pistacia chinensis "Keith Davies")

NOTES: VINCA MINOR TO BE PLANTED UNDER THE STREET TREES
NO UNDERSTORY PLANTING WITHIN 4'-0" OF ANY TREE TRUNK

REVISED

NORTH

Michael Glassman & Associates
733 56TH Street
Sacramento CA 95819
License # 718033

PRELIMINARY PLAN

SCALE 1" = 10'-0"

KEUSDER-MANSFIELD
PROJECT 20TH AND "S"

Date 1-22-11
Drawn By J L Wait
Sheet # 1 OF 1

Exhibit D Colored Streetscape Elevations

Front Elevation at '20th'
(Plan E)

Front Elevation at 'S' Street
(Plan A)

TAMANO & CHAW
Residential Design

# Project at 20th & "S"

REVISED

Exhibit D Colored Streetscape Elevations

Court Elevation: Plan A and B
(West facing shown, East facing similar)

Court Elevation: Plan C

TAMANO & CHAW Residential Design

# Project at 20th & "S"

REVISED

Exhibit D Colored Streetscape Elevations

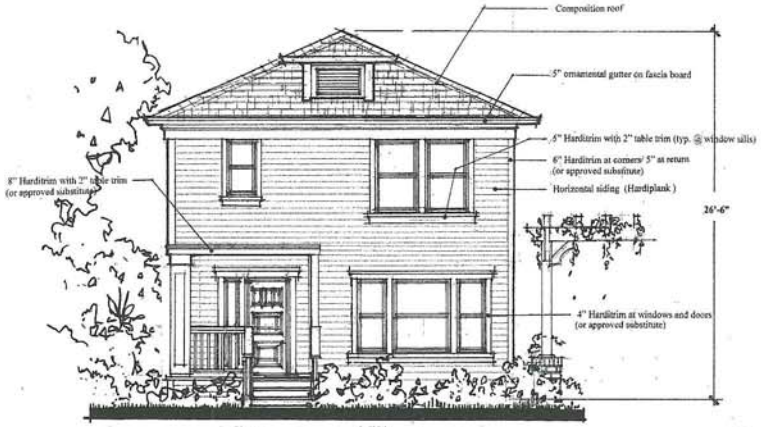
Alley Elevation: Plan E, D & C

Project at 20th & "S"

REVISED

# Project at 20th & 'S'

Keusder–Mansfield, LLC
City of Sacramento, California



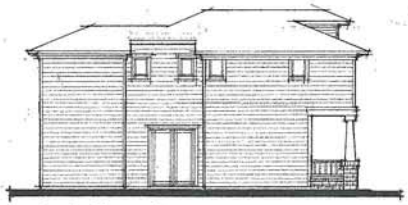

Front Elevation
Scale: 1/4" = 1'-0"

**Plan A**

Rear Elevation
Scale: 1/8" = 1'-0"

Right Elevation
Scale: 1/8" = 1'-0"

Front Elevation
(Alternate)



Left Elevation
Scale: 1/8" = 1'-0"

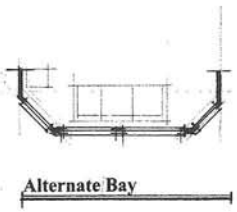
REVISED

# Project at 20th & 'S'

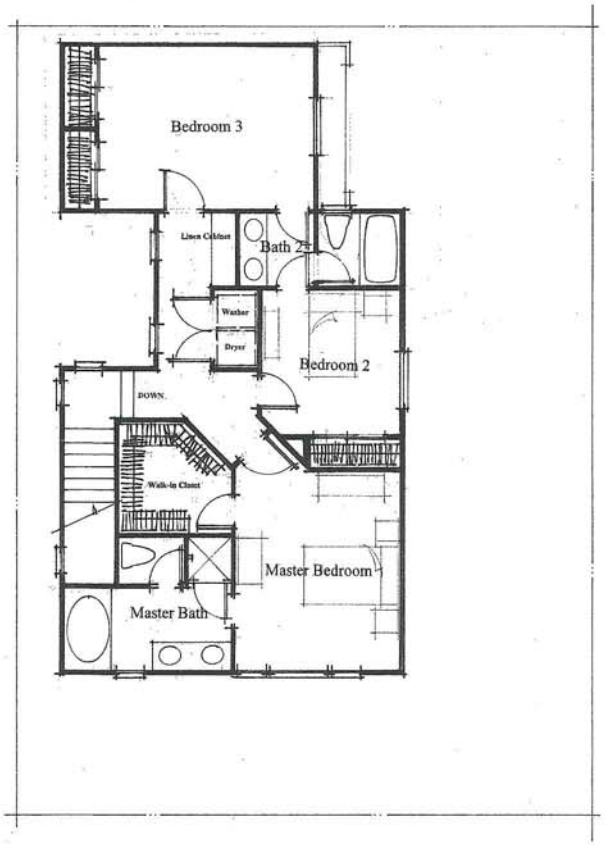
City of Sacramento

Keusder-Mansfield, LLC

(Plan A:1501 s.f.)



1st Floor Plan 646 s.f.




2nd Floor Plan 855 s.f.

REVISED

# Project at 20th & 'S'

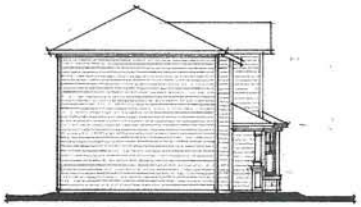
Keusder–Mansfield, LLC
City of Sacramento, California

Front Elevation
Scale: 1/4" = 1'-0"

**Plan B**

Rear Elevation
Scale: 1/4" = 1'-0"

Right Elevation
Scale: 1/8" = 1'-0"

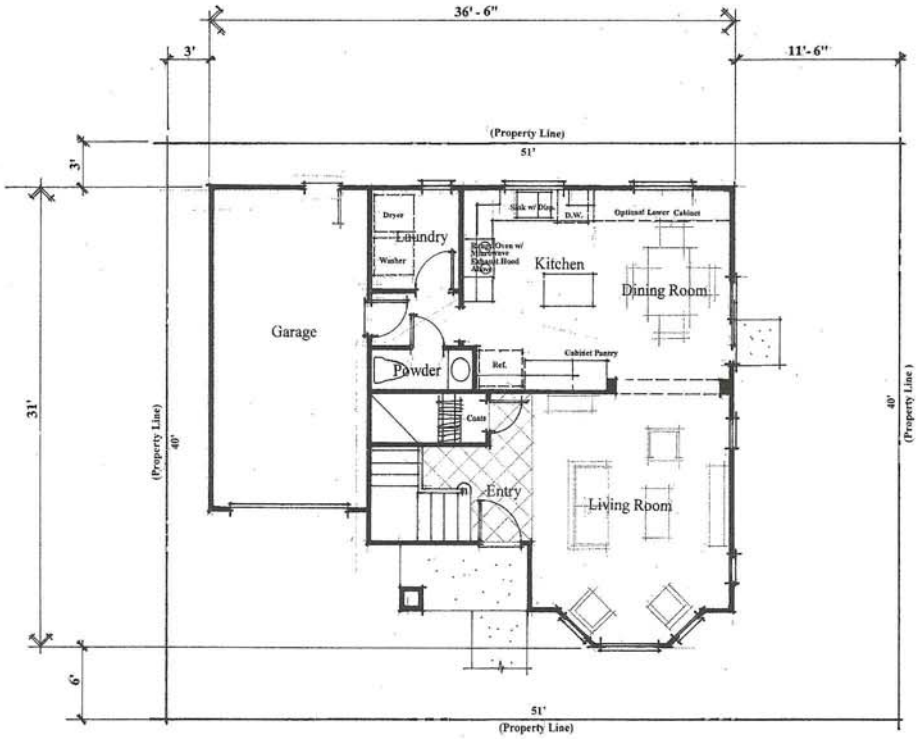


Left Elevation
Scale: 1/8" = 1'-0"

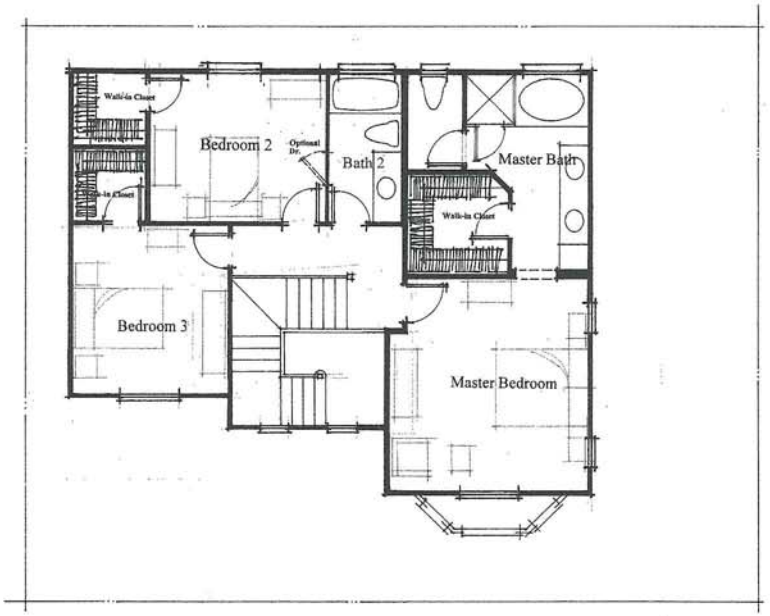
REVISED

# Project at 20th & 'S'

City of Sacramento
Keusder-Mansfield, LLC
(Plan B: 1564 s.f.)




1st Floor Plan 720 s.f.




2nd Floor Plan 844 s.f.

REVISED

# Project at 20th & 'S'

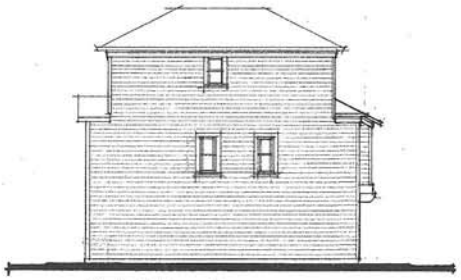
Keusder–Mansfield, LLC
City of Sacramento, California

Rear Elevation
Scale: 1/8" = 1'-0"

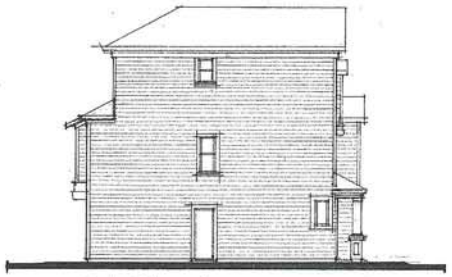
Front Elevation
(Alternate)

Front Elevation
Scale: 1/4" = 1'-0"

**Plan C**



Right Elevation
Scale: 1/8" = 1'-0"



Left Elevation
Scale: 1/8" = 1'-0"

REVISED

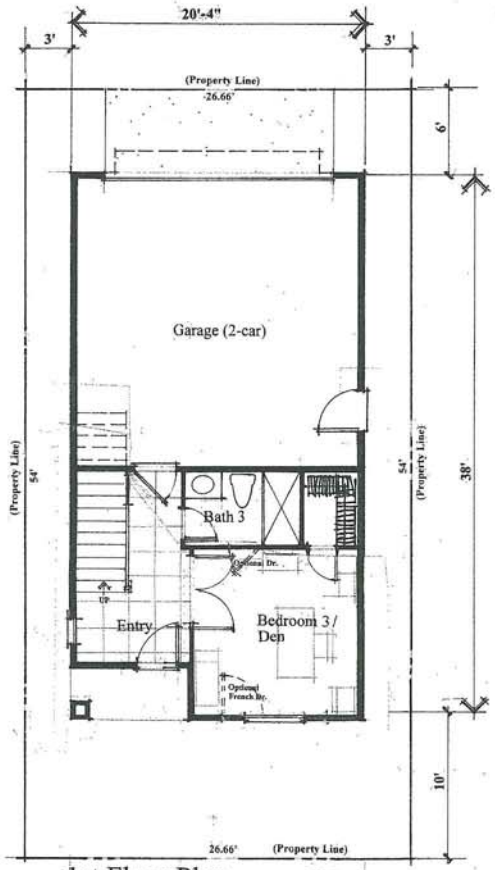
Exhibit G Plan C

# Project at 20th & 'S'

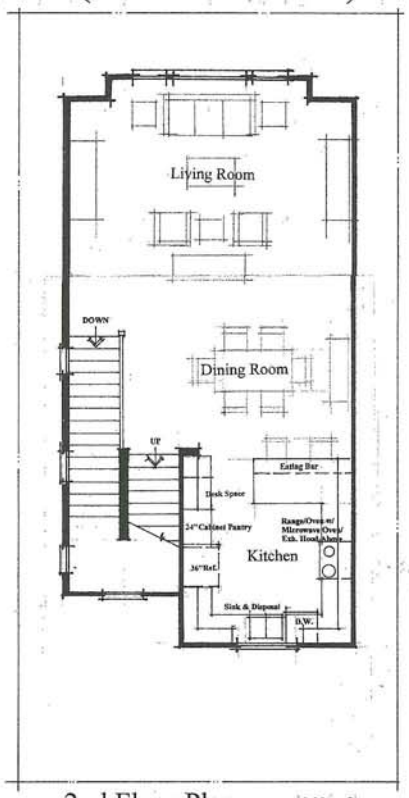
City of Sacramento

Keusder-Mansfield, LLC

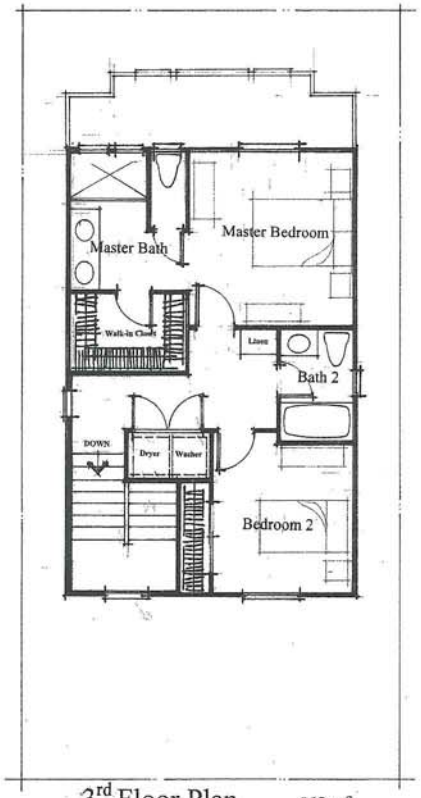
(Plan C: 1544 s.f.)




1st Floor Plan 322s.f.




2nd Floor Plan 660 s.f.




3rd Floor Plan 562 s.f.

REVISED

# Project at 20th & 'S'

Keusder–Mansfield, LLC
City of Sacramento, California

Front Elevation
Scale: 1/4" = 1'-0"

**Plan D**

Rear Elevation
Scale: 1/8" = 1'-0"

Right Elevation
Scale: 1/8" = 1'-0"

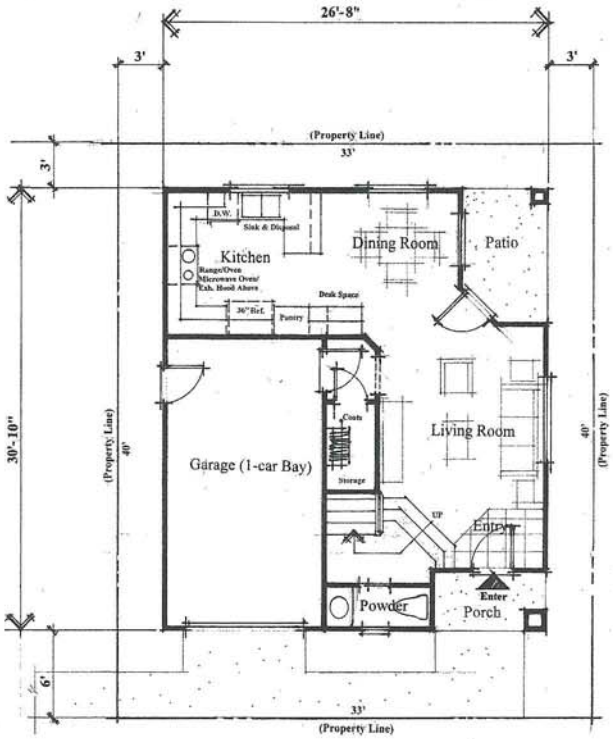
Left Elevation
Scale: 1/8" = 1'-0"

REVISED

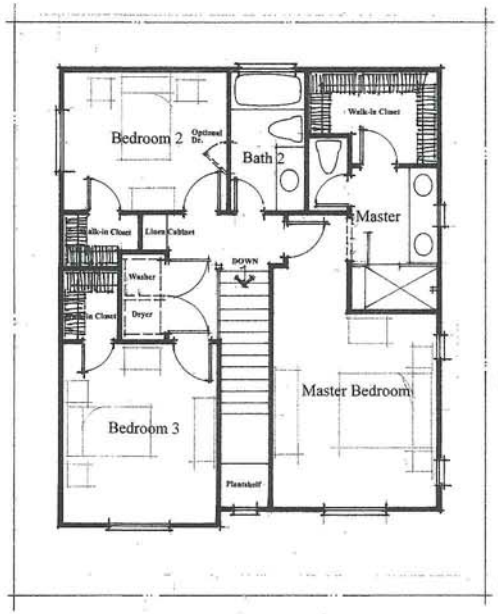
Exhibit H Plan D

# Project at 20th & 'S'

City of Sacramento
Keusder-Mansfield, LLC
(Plan D: 1293 s.f.)




1st Floor Plan 514 s.f.




2nd Floor Plan 779 s.f.

REVISED

# Project at 20th & 'S'

Keusder–Mansfield, LLC
City of Sacramento, California

Front Elevation
Scale: 1/4" = 1'-0"

**Plan E**

Rear Elevation
Scale: 1/8" = 1'-0"

Right Elevation
Scale: 1/8" = 1'-0"

Left Elevation
Scale: 1/8" = 1'-0"

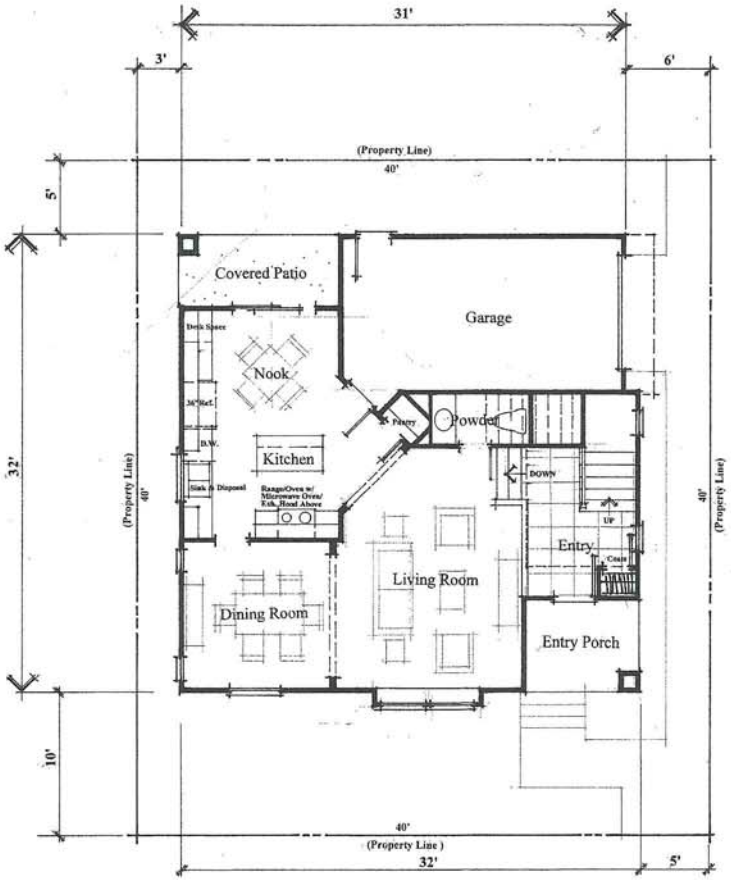
REVISED

# Project at 20th & 'S'

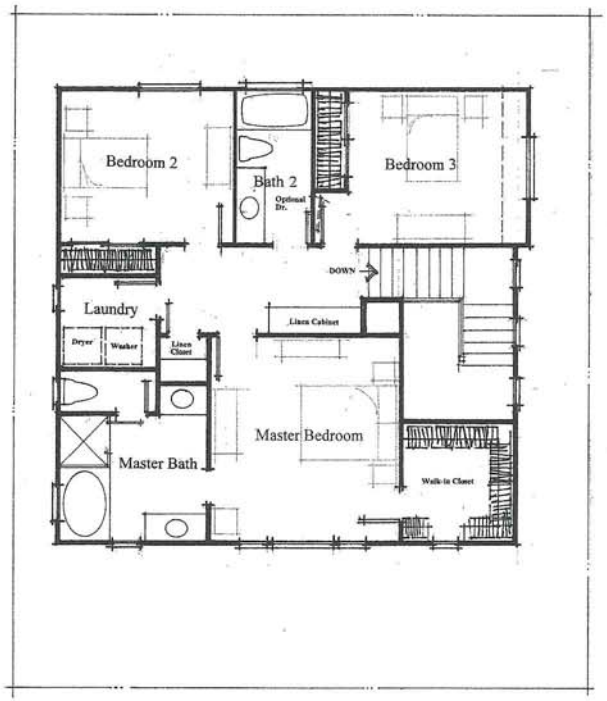
City of Sacramento

Keusder-Mansfield, LLC

(Plan E: 1606 s.f.)




1st Floor Plan 682 s.f.

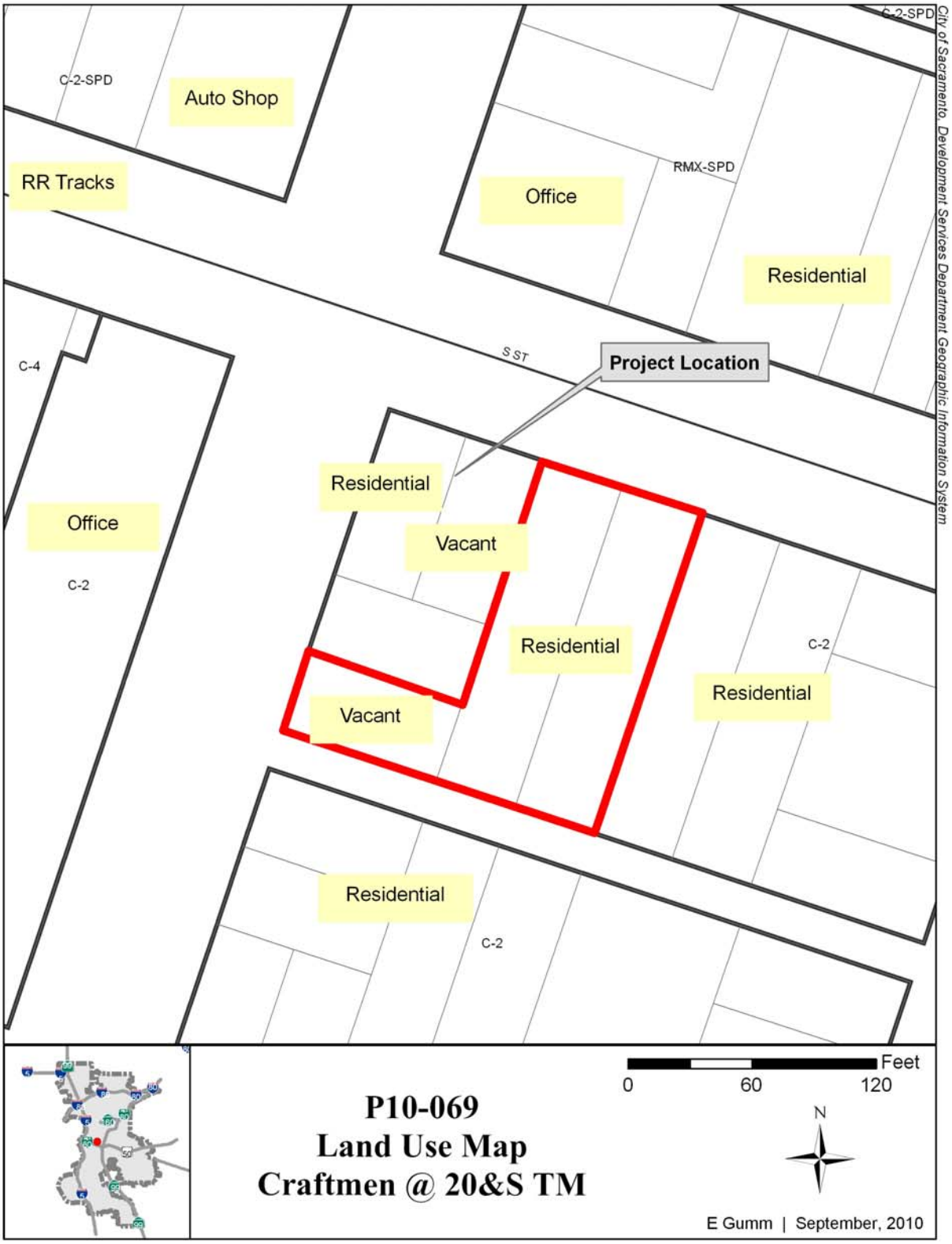



2nd Floor Plan 924 s.f.

REVISED

Attachment 2 Vicinity Map

Attachment 3 Land Use and Zoning Map



COMMUNITY DEVELOPMENT DEPARTMENT

CITY OF SACRAMENTO
CALIFORNIA

300 RICHARDS BLVD. 3RD FLR
SACRAMENTO, CA
95811-0218

## CERTIFICATE OF APPROPRIATENESS

| | | | |
|---|---|---|---|
| **File Number:** | P10-069 | **Date Filed:** | September 2nd, 2010 |
| **Applicant:** | John Mansfield | **Date Approved:** | January 26, 2011 |
| **Address:** | 2010 S Street | **Staff Contact:** | Elise Gumm |
| **APN:** | 010-0026-001, 005, & 006 | | 916-808-1927 |
| **Classification:** | Poverty Ridge Historic District | | |
| **Description:** | A request to subdivide 3 parcels into 9 parcels and construct 9 detached single family homes in the General Commercial (C-2) zone within the Poverty Ridge Historic District. | | |

Findings of the Preservation Director:

A. Categorical Exemption: The City's Current Planning Division has determined that the proposed project is exempt from environmental review pursuant to Section 15332, Infill Development.

B. This project would promote the health, safety and welfare of the citizens of the city, including the elimination of blight and nuisance.

C. The project, as conditioned, conforms to the goals and policies of the Historic Preservation Chapter, 17.134, of the City Code.

D. The project, as conditioned, conforms to the Secretary of Interior's Standards for the Treatment of Historic Properties.

E. The project, as conditioned, has a less than significant impact on the integrity of the historic resources.

Preservation Director has reviewed the proposed project, and approves it with the following conditions of approval:

1. The project shall be located on the site and constructed according to the design and with the materials and colors indicated in the attached exhibits with the following exceptions:

2. Roofing shall be minimum 30 year composition shingle per the approved plans. Shingles shall NOT be rolled over the barge board on roof.

3. All windows design shall confirm the approved plans and NO vinyl windows shall be used.

4. Mechanical equipment such as HVAC shall be ground mounted and not visible from the street. Staff shall review all equipment proposals not in compliance with this. Line-of-sight drawings may be required.

5. **Exterior lighting style and design shall be compatible and complementary to the building design. Final building lighting plans and light fixture cut sheets shall be reviewed and approved by Preservation staff prior to Building Permit submittal.**

6. **The final plans, color and material board shall be provided for review and approval by Preservation staff prior to Building Permit submittal.**

   **Note: Siding and trim elements shall be smooth finish, not raised grain or rough-sawn look.**

7. All final details affecting the exterior building design that are not determined at the time of the Preservation Director final review shall be reviewed and approved by Preservation staff prior to Building Permit submittal.

8. All other notes and drawings on the final plans as submitted by the applicant are deemed conditions of approval. Any changes to the final set of plans stamped by Preservation staff shall be subject to review and approval prior to Building Permit submittal. Applicant shall comply with all current building code requirements.

9. The approval shall be deemed automatically revoked unless required permits have been issued within three years of the date of the approval. Prior to expiration, a time extension may be granted by the Commission upon written request of the applicant.

10. Final occupancy shall be subject to approval by Preservation staff and may involve an onsite inspection.

1/31/2011

Elise Gumm, LEED AP, Associate Planner — Date: January 31, 2011

THIS IS NOT A PERMIT TO COMMENCE WORK OR CHANGE OF OCCUPANCY. PERMITS FROM THE BUILDING DIVISION (AND ANY OTHER APPROPRIATE AGENCIES) MUST BE SECURED BEFORE WORK IS STARTED OR OCCUPANCY IS CHANGED.

NOTE: The first full-sized sheets of the project's Building Permit plans set shall include:
1. An affidavit signed by the applicant that affirms the plans submitted for the Building Permit comply with all conditions of approval and approved exhibits; and
2. The project's conditions of approval and all approved exhibits, including stamped approved plans from the Planning Division.

Back to Agenda



# REPORT TO PLANNING COMMISSION City of Sacramento

8

**915 I Street, Sacramento, CA 95814-2671**

**PUBLIC HEARING**
**February 10, 2011**

To: Members of the Planning Commission

**Subject: Sacred Heart Parish School Sign Variance (P10-076)**
A request to allow a 39 square-foot constructed monument sign to deviate from setback and size requirement and a 33 square-foot constructed attached sign to exceed maximum size allowed on a 2.56-acre school site in the Single-Family Alternative (R-1A) zone.

**A.** Environmental Determination: Exempt (CEQA Guidelines Section 15311);

**B.** Variance to allow a detached monument sign to be located less than ten (10) feet from the edge of a driveway entrance;

**C.** Variance to allow a detached monument sign to exceed the maximum size allowed in the R-1A zone;

**D.** Variance to allow an attached sign to exceed the maximum size allowed in the R-1A zone;

**Location/Council District**:

856 39th Street, Sacramento, CA

Assessor's Parcel Number 008-0032-047

Council District 3

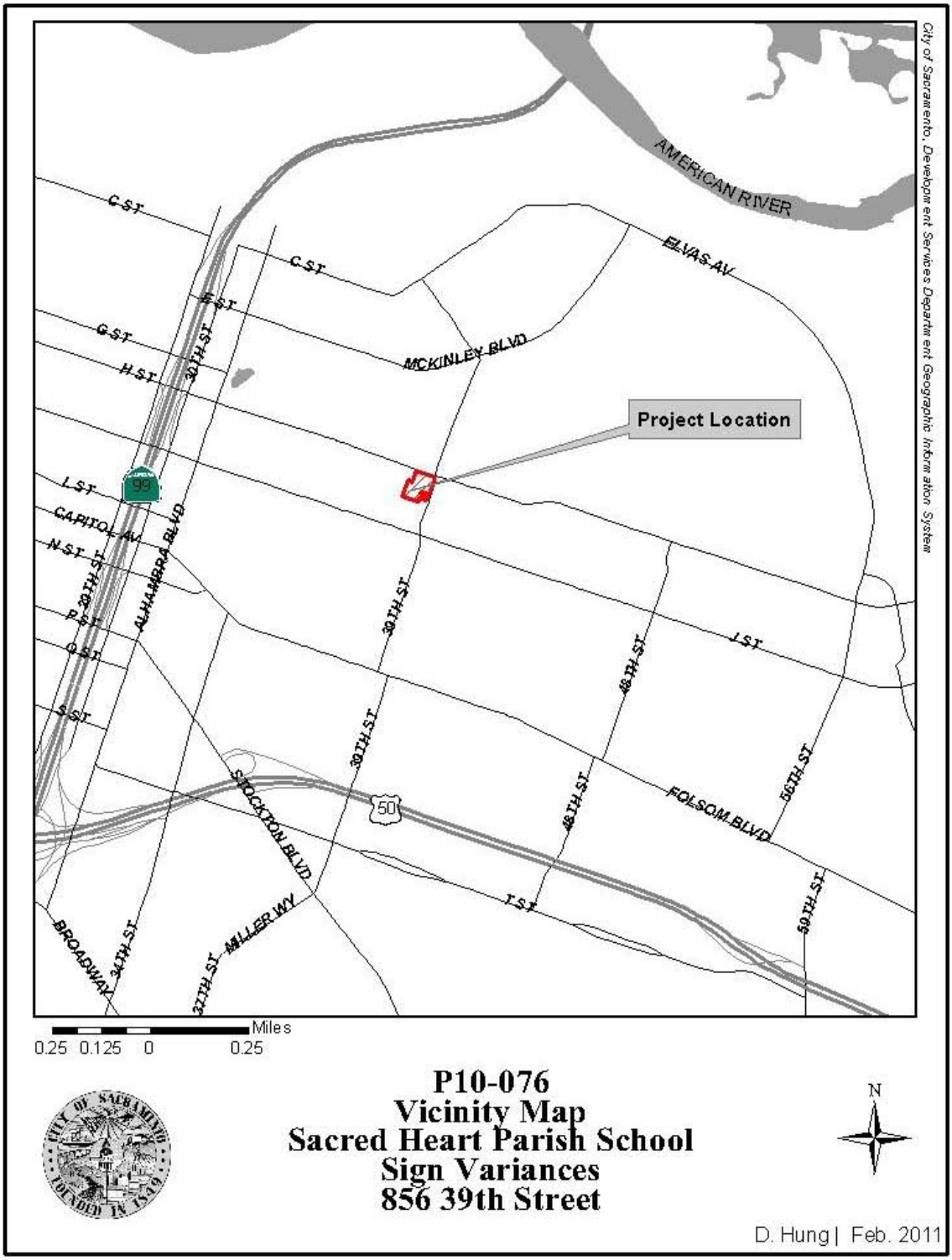
**Recommendation:** Staff recommends the Commission approve the request based on the findings and subject to the conditions listed in Attachment 1. The project is non-controversial at the time of writing of this report. The Commission has final approval authority over items A-D above, and its decision is appealable to City Council.

**Contact:** David Hung, Associate Planner, (916) 808-5530; Stacia Cosgrove, Senior Planner, (916) 808-7110

**Applicant:** Brian Whitmore, Williams+Paddon Architects, (916) 786-8178, 2237 Douglas Blvd., Suite 160, Roseville, CA 95661

**Owner:** Mercy General Hospital, Attn: Jeremy Schrimsher, (916) 453-4545, 4001 J Street, Sacramento, CA 95819

Vicinity Map



**Summary:** The applicant is requesting for a 39 square-foot constructed monument sign to deviate from setback and size requirement and a 33 square-foot constructed attached sign to exceed maximum size allowed. The project requires variances for setback and sizes. Staff has sent early notices to various neighborhood groups in the area and has not received any opposition on the proposal.

| **Table 1: Project Information** |
|---|
| **General Plan designation:** Traditional Neighborhood Low Density |
| **Existing zoning of site:** R-1A (Single-Family Alternative) |
| **Existing use of site:** School |
| **Property area:** 2.56 acres |

**Background Information:** On November 27, 2007, the City Council approved the entitlements to allow the relocation of Sacred Heart Parish School from near the southeast corner of 39th and H Streets to the southwest corner of 39th and H Streets (P04-215); this relocation allowed the construction of the Alex G. Spanos Heart Center for Mercy General Hospital. The new 2.56-acre Sacred Heart Parish School site was rezoned to Single-Family Alternative (R-1A). The site includes a 25,600 square-foot classroom building and a 16,000 square-foot multi-purposed building and has frontage on both H Street and 39th Street. During the entitlement process for the new school, no signage was approved since a separate sign permitting process would be required. The school, which is now in operation, has installed a total of three signs on the campus without the appropriate signage review and approval of sign permits. The three signs include: 1) A 33 square-foot attached sign on brick wall facing H Street; 2) A 39 square-foot detached monument sign near the driveway entrance facing 39th Street; 3) An attached sign on a tower feature of a building in the interior of the site. Upon review of the three signs, it was determined that the attached sign at the tower is an architectural design element to pay homage to the original celebratory Sacred Heart Parish School name, is not intended to be viewed from the public street, and therefore is exempt from the sign code. However, the attached sign facing H Street and the monument sign facing 39th Street are for school identification purpose for viewing from the public right-of-way and therefore need to comply with the sign code. It was also determined that the wall sign on H Street requires a Variance for its size and the monument on 39th Street requires Variances on setback and size.

**Public/Neighborhood Outreach and Comments:** Staff sent early notices to various community groups including the East Sacramento Improvement Association (ESIA), the East Sacramento Preservation Task Force, the McKinley East Sacramento Neighborhood Association (MENA), the East Sacramento Chamber of Commerce and WALKSacramento. Staff has not received any comments from the above community groups at the time of the writing of this report.

**Environmental Considerations:** The Community Development Department, Environmental Planning Services Division has reviewed this project and determined that

this is exempt from the provisions of the California Environmental Quality Act (CEQA) Section 15311, Accessory Structures. The project consists of the construction and placement of on-premise signs accessory to (appurtenant to) an existing institutional (school) facility.

***Policy Considerations:*** The 2030 General Plan Update was adopted by City Council on March 3, 2009. The 2030 General Plan's goals, policies, and implementation programs define a roadmap to achieving Sacramento's vision to be the most livable city in America. The 2030 General Plan Update designation of the subject site is Traditional Neighborhood Low Density which provides for moderate intensity housing and neighborhood-support uses. This designation also allows compatible public, quasi-public, and special uses such as schools. The proposed project meets the 2030 General Plan goals and policies related to Citywide Land Use and Urban Design and the development of the Traditional Neighborhood Low Density designation.

**Project Design:**

Monument Sign: A 39 square-foot detached monument sign for the school has been installed on the north side of the driveway entrance at 39th Street, parallel to the street. The sign is located approximately 10'-2" from the property line at 39th Street and approximately 6'-3" from the edge of the driveway entrance. The monument sign has an overall length of 8'-3" and a height of 4'-8", or approximately 39 square feet, and is erected over a 1'-0" high concrete base. The monument sign is finished with brick facing and advertises the name of the school and the address with 0.5" thick aluminum anodized bronze lettering that is non-illuminated.

The Sign Ordinance contains the following criteria regarding minimum clearance for detached signs (section 15.148.350): A detached sign shall have a minimum clearance of ten feet between the ground surface and the bottom of the sign, provided that the minimum clearance standard shall not apply if the sign is located in an area not accessible to pedestrian or vehicular traffic, the sign is located at least ten (10) feet from any property line and ten (10) feet from the edge of any driveway entrance, and the sign will not obstruct free and clear vision of motor vehicle operators. Since the monument sign is less than ten feet from the edge of the driveway entrance, a variance is required for not meeting the required setback.

The City of Sacramento Sign Ordinance, per section 15.148.1040, states that the planning commission shall have authority to grant a variance when the following is shown:

- That exceptional or extraordinary circumstances or conditions apply to the case referred to in the application that do not apply generally in the same district and the enforcement of the regulations of this article would have an unduly harsh result upon the utilization of the subject property;

- That the variance will not result in a special privilege to one individual property owner and that the variance would be appropriate for any property owner facing similar circumstances;
- That the requested variance will not materially and adversely affect the health and safety of persons residing or working in the neighborhood, and will not be materially detrimental to the public welfare or injurious to property and improvements in the neighborhood.

Staff supports the setback variance based on the following findings:

1. An exceptional site condition is present in that the monument sign abuts an existing internal sidewalk on one side that makes it difficult to achieve the required ten-foot setback on the opposite driveway side;
2. The variance does not result in a special privilege to one individual property owner and that the variance would be appropriate for another site with similar restrictive site conditions;
3. The requested variance will not materially and adversely affect the health and safety of persons residing or working in the neighborhood, and will not be materially detrimental to the public welfare or injurious to property and improvements in the neighborhood since the monument sign does not encroach onto sidewalks or driveways and is outside the driveway visibility triangle for signage.

For a school use in the R-1A zone, Section 15.148.110 of the Sign Ordinance provides the following criteria for detached signage:

- One identification sign and one bulletin board for each street frontage not exceeding a total of sixteen (16) square feet in area.
- Any detached sign shall be a monument type sign.
- The height of the monument sign shall not exceed six feet.
- The detached sign may be placed in the landscaped setback area; however, it must be located farther than ten (10) feet from the public right-of-way.

Even though the monument sign does not exceed six feet in overall height, the sign exceeds the maximum sixteen square feet in area. Therefore, a variance on the size of the sign is required.

Staff supports the variance on the sign size based on the following findings:

1. The monument sign is located at the only public driveway to the site, and as such, the lettering must be large enough to direct visitors to the site;
2. The variance does not result in a special privilege to one individual property owner and that the variance would be appropriate for similar sized sign copy on monument signs;
3. The requested variance will not materially and adversely affect the health and safety of persons residing or working in the neighborhood, and will not be materially detrimental to the public welfare or injurious to property and

improvements in that the sign placement and size respects the scale and character of the adjacent neighborhood through attention to views, font style, building scale and orientation, and the sign provides identification and way-finding for the visitors to the site.

Attached Sign: A 33 square-foot attached sign has been installed on wall facing H Street. The sign has an overall length of 24'-6" and an overall height of 1'-4", or approximately 33 square feet. The sign advertises the name of the school with 0.5" thick aluminum anodized bronze lettering that in non-illuminated.

For school use in the R-1A zone, Section 15.148.110 of the Sign Ordinance provides the following criteria for attached signage:

- One identification sign and one bulletin board for each street frontage not exceeding a total of sixteen (16) square feet in area.
- Attached signs shall be placed flat against a building or designed as part of an architectural feature thereof. No height limit is specified for signs placed flat against the wall of a building or for other attached signs provided all other provisions of this chapter are complied with.

Since the school site is located at the corner and has two street frontages, the Sign Code states that the maximum allowable number and square footage of onsite signs are permitted for each building frontage or occupancy (Section 15.148.220). Therefore, the school is allowed a second identification sign in addition to the monument sign. However, the attached sign has exceeded the allowable maximum of 16 square feet in area and a variance in size of sign is required.

Staff supports the variance on the sign size based on the following findings:

1. Due to the lengthy name of the establishment and the need to use larger lettering height to promote visibility, the size exceeds what is allowed;
2. The variance does not result in a special privilege to one individual property owner and that the variance would be appropriate for similar sized sign copy;
3. The requested variance will not materially and adversely affect the health and safety of persons residing or working in the neighborhood, and will not be materially detrimental to the public welfare or injurious to property and improvements in that the sign placement and size respects the scale and character of the adjacent neighborhood through attention to views, font style, building scale and orientation, and the sign provides identification and way-finding for the visitors to the site.

**Recommendation:** Staff recommends the Commission approve the requested entitlements based on the findings and subject to the conditions listed in Attachment 1.

Respectfully submitted by: _____
DAVID HUNG
Associate Planner

Approved by: _____
STACIA COSGROVE
Senior Planner

Recommendation Approved:

_____
GREGORY BITTER
Principal Planner

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**Attachment 1**
**Proposed Findings of Fact and Conditions of Approval**
**Sacred Heart Parish School Sign Variances (P10-076)**
**856 39th Street**

## Findings of Fact

**A. Environmental Determination:** Exemption- Accessory Structures

Based on the determination and recommendation of the City's Environmental Planning Services Manager and the oral and documentary evidence received at the hearing on the Project, the Planning Commission finds that the Project is exempt from review under Section 15311 (Accessory Structures) of the California Environmental Quality Act Guidelines as follows:

The project consists of the construction and placement of on-premise signs accessory to (appurtenant to) an existing institutional (school) facility.

**B.** The **Variance** to allow a detached monument sign to be located less than ten (10) feet from the edge of a driveway entrance is approved subject to the following Findings of Fact and Conditions of Approval:

1. An exceptional site condition is present in that the monument sign abuts an existing internal sidewalk on one side that makes it difficult to achieve the required ten-foot setback on the driveway side;

2. The variance does not result in a special privilege to one individual property owner and that the variance would be appropriate for another site with restrictive site conditions;

3. The requested variance will not materially and adversely affect the health and safety of persons residing or working in the neighborhood, and will not be materially detrimental to the public welfare or injurious to property and improvements in the neighborhood since the monument sign does not encroach onto sidewalks or driveways and is outside the driveway visibility triangle for signage.

**C.** The **Variance** to allow a detached monument sign to exceed the maximum size allowed in the R-1A zone is approved subject to the following Findings of Fact and Conditions of Approval:

1. The monument sign is located at the only public driveway to the site, and as such, the lettering must be large enough to direct visitors to the site;

2. The variance does not result in a special privilege to one individual property owner and that the variance would be appropriate for similar sized sign copy on monument signs;

3. The requested variance will not materially and adversely affect the health and safety of persons residing or working in the neighborhood, and will not be materially detrimental to the public welfare or injurious to property and improvements in that the sign placement and size respects the scale and character of the adjacent neighborhood through attention to views, font style, building scale and orientation, and the sign provides identification and way-finding for the visitors to the site.

**D.** The **Variance** to allow an attached sign to exceed the maximum size allowed in the R-1A zone is approved subject to the following Findings of Fact and Conditions of Approval:

1. Due to the lengthy name of the establishment and the need to use larger lettering height to promote visibility, the size exceeds what is allowed;

2. The variance does not result in a special privilege to one individual property owner and that the variance would be appropriate for similar sized sign copy;

3. The requested variance will not materially and adversely affect the health and safety of persons residing or working in the neighborhood, and will not be materially detrimental to the public welfare or injurious to property and improvements in that the sign placement and size respects the scale and character of the adjacent neighborhood through attention to views, font style, building scale and orientation, and the sign provides identification and way-finding for the visitors to the site.

**Conditions of Approval**

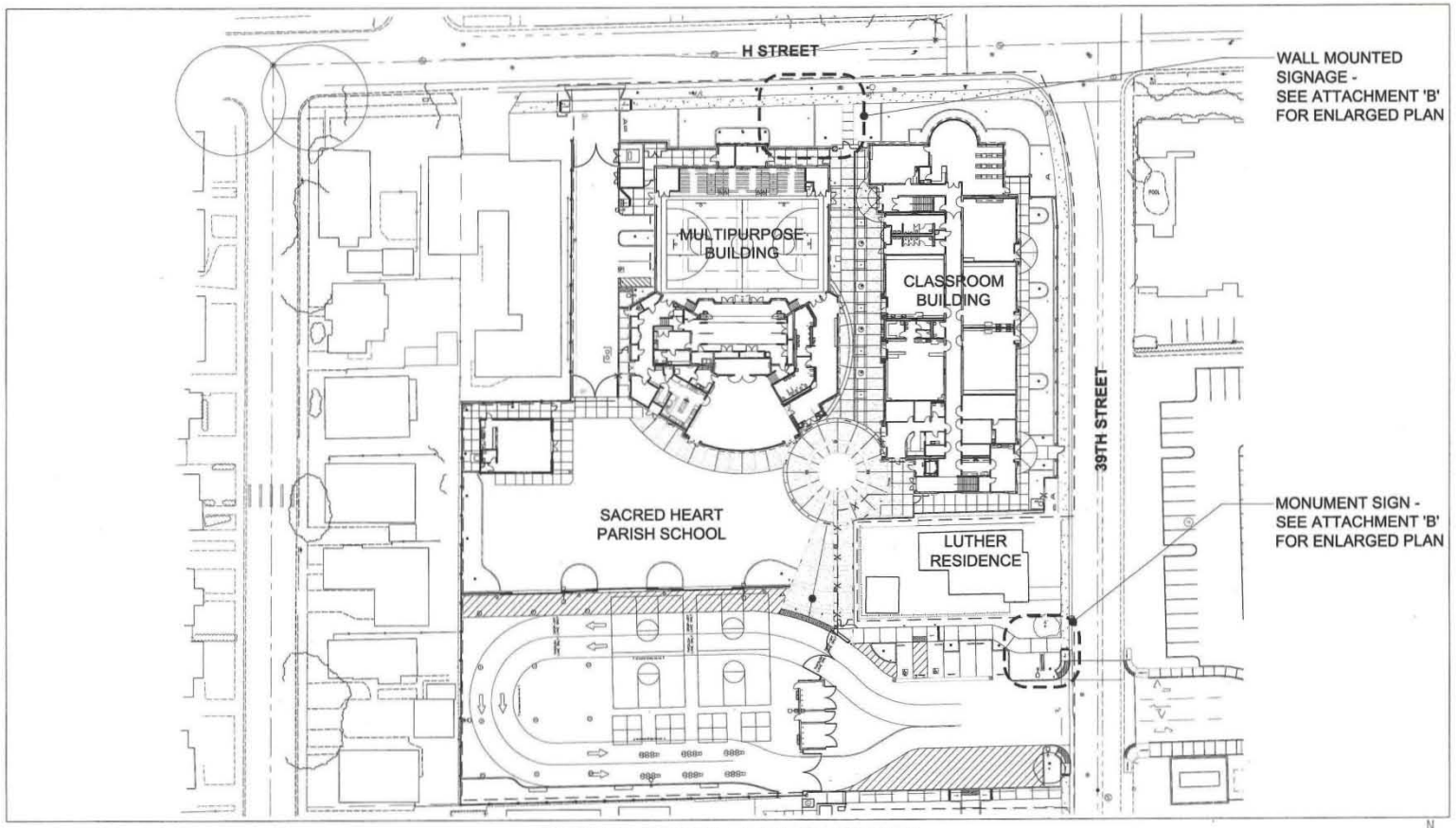
B/C/D. The **Variance** to allow a detached monument sign to be located less than ten (10) feet from the edge of a driveway entrance, the **Variance** to allow a detached monument sign to exceed the maximum size allowed in the R-1A zone, and the **Variance** to allow an attached sign to exceed the maximum size allowed in the R-1A zone are **approved** subject to the following Conditions of Approval:

B/C/D1. The applicant shall obtain all necessary building and/or sign permits in relation to the monument sign and the attached sign shown on Exhibit 1A-1C.

B/C/D2. Modifications to any of the signs reviewed under this application shall be subject to approval by the Planning Division prior to the issuance of sign permits.

B/C/D3. Monument sign to be designed as per the structural provisions of Chapter 16 of the 2010 California Building Code.

Exhibit 1A – Overall Site Plan




WILLIAMS+PADDON/ARCHITECTS + PLANNER, INC.
2237 DOUGLAS BLVD., SUITE 160
ROSEVILLE, CA 95661

SACRED HEART PARISH SCHOOL
856 39TH STREET
MONUMENT SIGNAGE
EXHIBIT 'A' - OVERALL SITE PLAN

N
SCALE: 1"=50'
NOVEMBER 10, 2010

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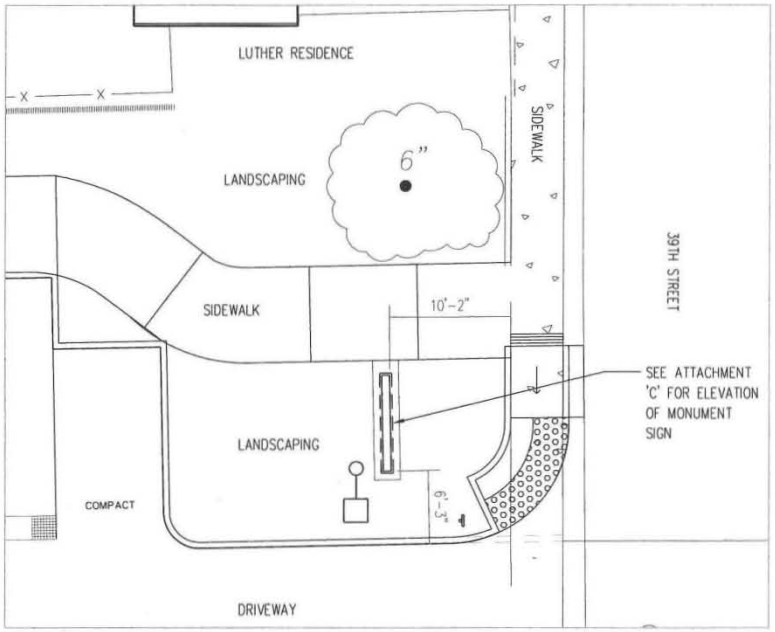
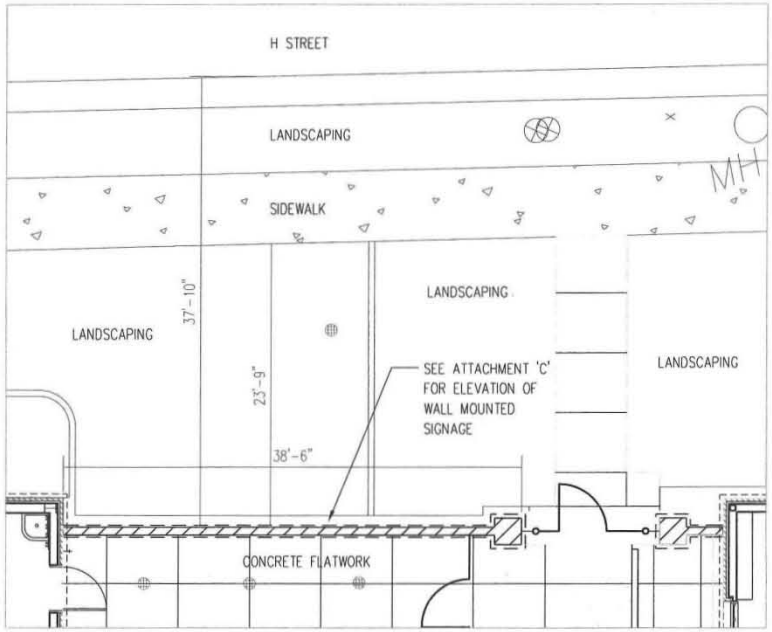
11-10-2010




MONUMENT SIGN AT 39ST STREET ENTRANCE
ENLARGED SITE PLAN
SCALE: 1/8"=1'-0"




WALL MOUNTED SIGNAGE FACING H STREET
ENLARGED SITE PLAN
SCALE: 1/8"=1'-0"

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2237 DOUGLAS BLVD., SUITE 160
ROSEVILLE, CA 95661

SACRED HEART PARISH SCHOOL
856 39TH STREET
MONUMENT SIGNAGE
EXHIBIT 'B' - ENLARGED SITE PLANS

NOVEMBER 10, 2010

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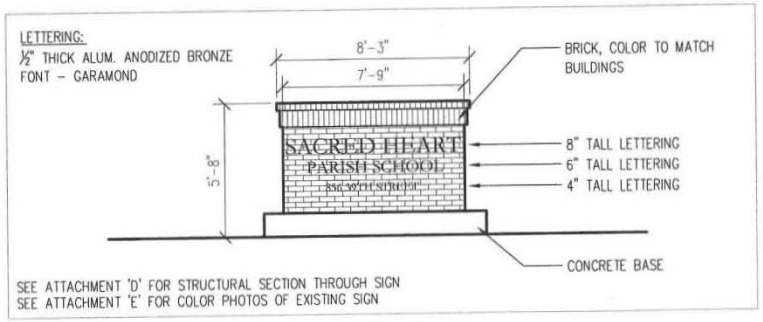
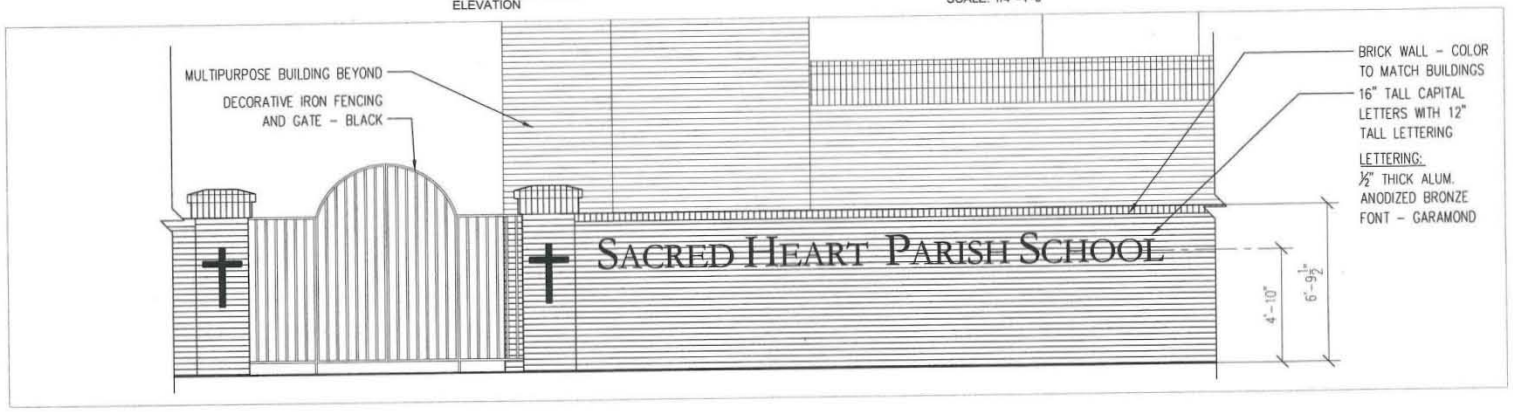
11-10-2010

Exhibit 1B – Enlarged Site Plans




MONUMENT SIGN AT 39ST STREET ENTRANCE
ELEVATION
SCALE: 1/4"=1'-0"




WALL MOUNTED SIGNAGE FACING H STREET
ELEVATION
SCALE: 1/4"=1'-0"

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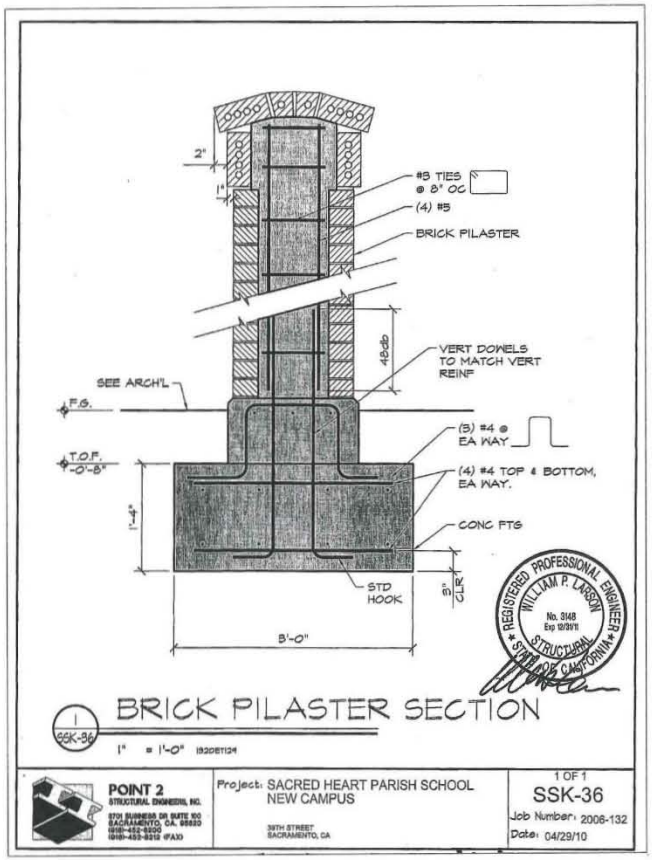
2237 DOUGLAS BLVD., SUITE 160
ROSEVILLE, CA 95661

SACRED HEART PARISH SCHOOL
856 39TH STREET
MONUMENT SIGNAGE
EXHIBIT 'C' - ELEVATIONS

NOVEMBER 10, 2010

P10-076
11-10-2010

Exhibit 1D – Structural Section at Monument Sign




SACRED HEART PARISH SCHOOL
856 39TH STREET
MONUMENT SIGNAGE
EXHIBIT 'D' - STRUCTURAL SECTION THROUGH SIGN

WILLIAMS+PADDON/ARCHITECTS + PLANNER, INC.
2237 DOUGLAS BLVD., SUITE 160
ROSEVILLE, CA 95661

NOVEMBER 10, 2010

P10-076
11-10-2010

Exhibit 1E – Photos at Monument Sign

VIEW FROM DRIVEWAY

VIEW FROM 39TH STREET

VIEW FROM 39TH STREET SIDEWALK

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2237 DOUGLAS BLVD., SUITE 160
ROSEVILLE, CA 95661

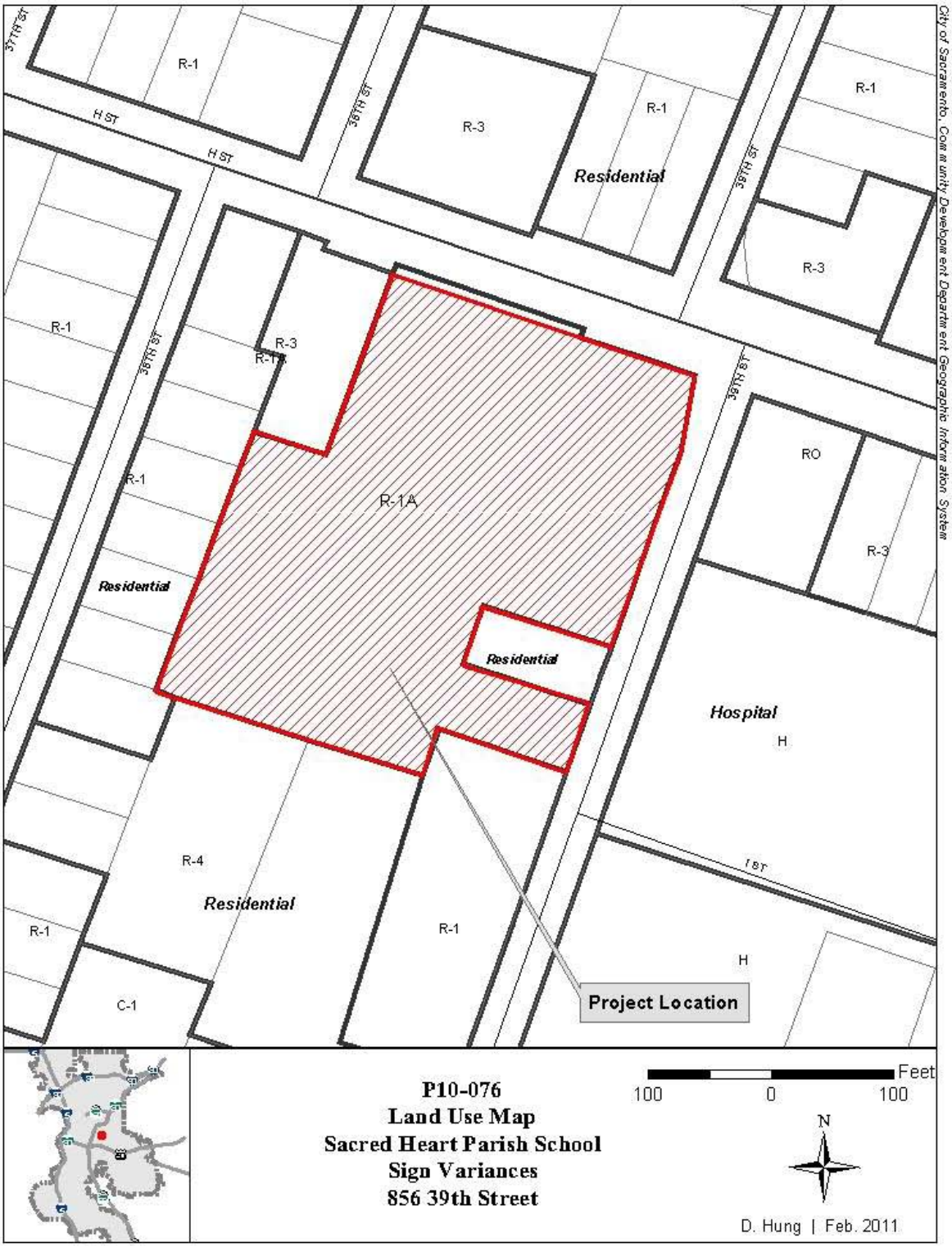
SACRED HEART PARISH SCHOOL
856 39TH STREET
MONUMENT SIGNAGE
EXHIBIT 'E' - PHOTOGRAPHS OF EXISTING SIGN

NOVEMBER 10, 2010

P10-076
11-10-2010

Subject: Sacred Heart Parish School Sign Variance (P10-076) February 10, 2011

Attachment 2 – Land Use & Zoning Map



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# REPORT TO PLANNING COMMISSION City of Sacramento

9

**915 I Street, Sacramento, CA 95814-2671**

**STAFF REPORT**
**January 13, 2011**

To: Members of the Planning Commission

**Subject**: City Planning Commission Rules of Procedure – Voting Procedure (M11-001)

**Location**: Citywide

**Recommendation**: Discussion and action on proposed amendment to Planning Commission Rules of Procedure.

**Contact**: Sabina D. Gilbert, Senior Deputy City Attorney, 808-5346

**Department**: City Attorney's Office

**Background**:

City Council Rules of Procedure: The City Council Rules of Procedure provide that City Council established boards, commissions, and committees that are required by law to adopt rules of procedure shall adopt rules that are consistent with the City Council Rules to the extent possible (Council Rules, Chapter 1, §A2). The Council Rules require five affirmative votes to take action, five being a majority of the seats on the City Council (Council Rules, Chapter 8, §H1a). The Council Rules address abstentions for cause (financial conflict of interest and bias), but not otherwise. Where the Council Rules do not address an issue, the Council follows Robert's Rules of Order (Council Rules, Chapter 1, §E). Robert's Rules of Order allows for abstentions: "Although it is the duty of every member who has an opinion on a question to express that opinion by his vote, he can abstain, since he cannot be compelled to vote" (Robert's Rules of Order, Chapter XIII Voting, §45 Voting Procedure).

City Planning Commission Rules of Procedure: Currently, the Planning Commission Rules of Procedure require six affirmative votes to take action, six being a majority of the seats on the Commission (Commission Rules, Chapter 8, §H1a). The Commission Rules require that a Commissioner vote either aye or nay; abstention is not allowed (Commission Rules, Chapter 8, §H1b). This provision is not consistent with the Council Rules or with Robert's Rules of Order.

Discussion: The Planning Commission Ad Hoc Committee on Policies and Procedures has been discussing voting procedures and the use of abstentions and will be reporting

out on these discussions at the Planning Commission meeting. Attached is a proposed amendment to bring the Commission Rules into consistency with the Council Rules on the issue of voting and abstentions.

Respectfully Submitted By: Sabina Gilbert
Senior Deputy City Attorney

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Attachment 1 Proposed Amendment to Chapter 8 §H of the PC Rules of Procedure

**H. Voting**

1. Requirements for Action

~~a.~~ Unless a higher vote is required by law, the affirmative votes of at least six Commissioners shall be required to take action on any item of business.

~~b. Each Commissioner qualified to vote on a motion shall cast either an "aye" or "no" vote.~~

2. Voting Disqualification

a. Recusal for Financial Conflict of Interest or Bias.

(i) A Commissioner shall not vote upon any matter on which the Commissioner is disqualified due to a conflict of interest or bias.

(ii) At the time an item is called, a Commissioner shall openly state that he/she is recusing himself or herself due to a conflict of interest or bias.

(iii) The Commissioner who is recusing himself or herself due to a financial conflict of interest shall publicly identify the financial interest in detail sufficient to be understood by the public, except that disclosure of the exact street address of a residence is not required.

(iv) As to any other conflict of interest, the Commissioner's determination may be accompanied by an oral or written disclosure of such conflict of interest.

(v) Except as provided below for Consent Calendar items, a Commissioner who has announced a recusal due to a conflict of interest or bias in any matter shall immediately leave the dais and the hearing room during the discussion and must not vote on such matter. The Commissioner may remain on the dais for Consent Calendar items if the Commissioner states that he/she is recusing himself or herself from the vote due to the described conflict of interest or bias before the Consent Calendar is voted on in one motion.

b. Attendance at Hearings; Review of Record.

A Commissioner shall not be qualified to participate in the decision or vote on a matter that is the subject of a public hearing unless the Commissioner (i) has been present for the entire hearing, or (ii) has read a written transcript of the hearing or has listened to an audio recording of the hearing, and has reviewed the written staff report and all documentary evidence presented at the hearing (including audio visual presentations) prior to his or her participation and vote.

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